Attachment 2

FY2019-20 Amendment # 2 Work Element Narratives

Projects funding by SB1 grants are highlighted in yellow.

Work Element 1121: Regional Transportation Plan/Sustainable Communities strategy

A. Project Description

Objectives

- Develop a safe, efficient and well-maintained regional transportation system, that when integrated with regional land-use patterns, serves the mobility and access needs of goods and people per federal metropolitan planning statute (Title 23 U.S.C Section 134), state planning statute (Government Code Section 65080 et. seq of Chapter 2.5), and Senate Bill 375.
- Prepare the long-range plan in consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, tribal governments, Bay Area transportation agencies, local jurisdictions, community organizations, stakeholders, and the public.
- Prepare the Regional Transportation Plan as well as the Sustainable Communities Strategy per Senate Bill 375, in cooperation with the Association of Bay Area Governments, BAAQMD, BCDC, California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD).
- Prepare a programmatic Environmental Impact Report (EIR) for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in compliance with the California Environmental Quality Act (CEQA), FAST, Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

Description

Plan Bay Area 2040 (Regional Transportation Plan/Sustainable Communities Strategy)

- The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guides the Bay Area's growth over the next several decades, incorporating both federal and state transportation requirements and state land use requirements. The RTP/SCS is updated every four years and is adopted by both the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).
- Under California state law, the RTP/SCS must strive to reach the
 greenhouse gas (GHG) reduction targets established for each region
 by the CARB, while planning for sufficient housing for all income
 levels. The RTP/SCS must also be consistent with the Regional
 Housing Needs Determination and Allocation (RHND and RHNA).
- Plan Bay Area 2040, the region's current RTP/SCS adopted in 2017,

superseded the previous RTP/SCS (*Plan Bay Area*). *Plan Bay Area* 2040 relied upon a focused growth land use strategy and a "Fix It First" transportation investment strategy. Compared to the previous cycle, *Plan Bay Area* 2040 reflected a higher level of forecasted population and jobs; it met the same statewide GHG targets established for the prior cycle.

Environmental Impact Report for Plan Bay Area 2040 (Regional Transportation Plan/Sustainable Communities Strategy)

■ The programmatic EIR for *Plan Bay Area 2040* analyzed both the transportation and land use impacts of the RTP/SCS in compliance with CEQA, MAP-21 and, SB 375. This program EIR serves as a first tier EIR that addresses the broad, region wide environmental effects of implementing (a) the transportation projects, programs and policies, and (b) land use development patterns included in the proposed RTP/SCS. This programmatic EIR proposed mitigation measures for all potentially significant impacts and was adopted in July 2017.

RTP/SCS Modifications & Amendments

Following the adoption of *Plan Bay Area 2040* and its EIR in July 2017, the RTP/SCS was amended in March 2018 to reflect minor changes to the US-101 Express Lanes project scope and costs. Addition modifications or amendments to the adopted RTP/SCS will be made on an as-needed basis.

Horizon

In preparation for the next RTP/SCS – *Plan Bay Area* 2050 – MTC and ABAG developed a new "blue sky" planning initiative known as *Horizon*. Over the course of roughly 18 months, *Horizon* will explore strategies and investments for transportation, land use, economic development, and resilience to ensure they perform well under a suite of uncertainties – from technological changes to economic shifts. *Horizon* is anticipated to wrap up in fall 2020, at which time *Plan Bay Area* 2050 will officially kick off. More information on *Horizon* can be found in Section C below.

B. Planning Factors Addressed

Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency

- between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system;
- Reduce or mitigate storm water impacts of surface transportation;
 Enhance travel and tourism.

C. Previous Accomplishments

Objectives

Same as above.

Accomplishments

- MTC and ABAG adopted the 2017 RTP/SCS in July 2017, known as *Plan Bay Area 2040*.
- In early 2018, MTC and ABAG initiated the *Horizon* "blue sky" long-range planning process to identify high-performing strategies and investments that are resilient to a wide range of uncertainties. Over the course of fiscal year 2018-19, MTC and ABAG released five Perspective Papers, created three Futures, conducted the first phase of analysis on Futures, and held a series of stakeholder and public workshops on *Horizon*.

Work Products

- MTC and ABAG adopted the 2017 RTP/SCS, as well as the program Environmental Impact Report (EIR) in July 2017. The adopted Plan included the following:
 - An updated transportation investment strategy reflecting new funding sources and new investments since the last RTP adoption
 - An updated forecasted land use pattern, including a new regional economic and demographic forecast
 - A suite of supplemental reports ranging from public outreach/engagement to travel and land use model documentation
 - A program EIR with specific mitigation measures and an analysis of a reasonable range of alternatives
- MTC and ABAG have made significant progress on the *Horizon* long-range planning process in 2018 and early 2019, including:
 - o Identification of a suite of Guiding Principles (vision/goals) for *Horizon* based on over 10,000 comments from the public.

- Three divergent futures ("what if...?" scenarios) were collaboratively identified for the Bay Area to stress-test strategies and investments. A first round of model-based analysis was completed in spring 2019, spurring strategy conversations with the public and stakeholders.
- Assessment of major transportation projects began with collection of project modeling details and finalization of the evaluation methodology. Performance results are anticipated for release in fall 2019 in preparation for *Plan Bay Area* 2050.
- Five Perspective Papers were released, identifying priority strategies associated with (1) Autonomous Vehicles, (2) Shared Mobility, (3) Regional Growth Strategies, (4) Bay Crossings, and (5) The Future of Jobs.
- O Various in-person and digital outreach efforts were integrated into each strand of the *Horizon* planning process, including launch events for Perspective Papers, workshops on strategy development for the three futures, and technical stakeholder meetings on modeling and project performance.

The *Horizon* process, while distinct from the official RTP/SCS, will form the foundation of *Plan Bay Area 2050. Horizon* focuses on the concept of an uncertain future, with political, economic, technological, and environmental forces beyond the control of the Bay Area and its nearly eight million residents. By exploring transportation, land use, economic development, and resilience strategies against a suite of distinct and divergent futures ("what if...?" scenarios), we can better understand which projects and policies will perform regardless of what happens next. Topics such as autonomous vehicles, natural disasters, climate change, automation of jobs, and economic boom-bust cycles are central to this planning process.

Following the completion of the *Horizon* initiative this fall, *Plan Bay Area 2050* will officially kick off, integrating key findings from *Horizon* along with statutorily-required Plan preparatory work. This includes forecasts of housing and jobs (i.e., control totals) and revenue forecasts for the fiscally-constrained RTP/SCS.

SB1 Funded Accomplishments

FY 2017-18 - fund source number 2210

- Identify suite of policy analysis topical areas- complete
- Draft and Final policy analysis reports- 4 reports complete, 3 are still in process and will be complete by September 2019.
- Prepare framework for futures visioning/selection-complete
- Futures analysis (rounds 1 and 2)- Round 1 complete, round 2 is ongoing and will be complete by September 2019.

- Engage working groups and committees- complete
- Personas development and "pop up" outreach- complete

FY 2018-19 - fund source number 2211

- Transportation Demand Management Perspective Paper- complete
- Regional Growth Strategies Perspective Paper- complete
- Future of Jobs Perspective Paper- complete

Task	Task Description	Work Products	Start Date	End Date
No. 1.	Staff will prepare administrative modifications and amendments to the RTP, as needed. The number of RTP amendments are to be determined.	Administrative Amendment(s)Amendment(s)	As needed	
2.	Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for implementing the RTP/SCS.		Ongoing	
3.	Staff will continue to engage stakeholders with policies and programs seeking to implement the RTP/SCS.	 Staff reports Presentation materials Technical reports Meeting agendas and notes 	Ongoing	
4.	Staff will attend and present policies and programs approved in the RTP/SCS at meetings of transportation agencies, local jurisdictions, and others, as requested.	 Staff reports Presentation materials Technical reports 	As needed	

5.	Staff will complete remaining Perspective Papers (i.e., white papers on emerging issue areas that merit strategy identification) initiated as part of the <i>Horizon</i> longrange planning initiative.	-	Meeting agendas and notes Sea Level Rise Perspective Paper	7/1/19	9/30/19
6.	Staff will complete analysis of the three divergent futures developed as part of the <i>Horizon</i> initiative, ultimately identifying high-performing strategies for incorporation into the Preferred <i>Plan Bay Area</i> 2050.	•	Final report Presentation materials to technical and non-technical audiences	7/1/19	9/30/19
7.	Staff will complete the transportation project performance assessment in the context of the <i>Horizon</i> initiative to identify high-performing projects across futures for potential incorporation into the Preferred <i>Plan Bay Area 2050</i> .	-	Staff reports Presentation materials Technical reports	7/1/19	11/30/19
8.	Staff will engage in outreach with stakeholders through advisory working groups, elected officials through the MTC Planning Committee/ABAG Administrative Committee, and the public through outreach events on <i>Horizon</i> and <i>Plan Bay Area</i> 2050.		Staff reports Presentation materials Technical reports Meeting agendas and notes	Ongoing	
9.	Staff will finalize regional control totals for	•	Staff reports	7/1/19	2/28/20

	population, housing, and jobs, as well as associated revenue forecasts, in preparation for <i>Plan Bay Area 2050</i> .	 Presentation materials Technical reports Meeting agendas and notes 		
10.	Staff will develop an equity analysis of the Draft Preferred and Final Preferred <i>Plan Bay Area</i> 2050 in compliance with Title VI.	 Staff reports Presentation materials Technical reports Meeting agendas and notes 	7/1/19	6/30/20
11.	Staff will develop the Transportation and Land Use elements of the draft and final Preferred <i>Plan Bay Area 2050</i> to make progress towards key goals and targets.	 Staff reports Presentation materials Technical reports Meeting agendas and notes 	9/1/19	6/30/20

E. Anticipated Future Activities (FY 2020-21)

Anticipated Future Activities

- Work in FY 2020-21 will include: development of the Plan Document and all supplemental reports for *Plan Bay Area 2050*; development of the Environmental Impact Report for *Plan Bay Area 2050*; and development of a short-range Implementation Plan for *Plan Bay Area 2050*.
- Adoption of *Plan Bay Area 2050* is anticipated in summer 2021.

Fiscal Year 2019-20 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2019-20, SB1 Planning Formula Funds will provide funding to develop the Economic Development and Resilience elements of the draft and final Preferred Plan Bay Area 2050. These two new elements to the regional plan will help make the RTP/SCS more comprehensive and more relevant in an ever-changing regional planning environment. The Economic Development element will incorporate the distribution of future regional

employment as well as strategies to address long-term equitable growth in the region. The Resilience element will incorporate strategies to address natural disasters – such as earthquakes – as well as impact from climate change – such as sea level rise. Alongside the traditional Transportation and Land Use elements, these new components of Plan Bay Area 2050 will advance into the Plan Document and EIR phase of work in summer 2020.

In addition, SB1 Planning Formula Funds will provide funding to support analysis of Plan Bay Area 2050 equity strategies. This will include support on data and geospatial analysis and support for the Regional Equity Working Group (REWG).

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with economic development and/or resilience assistance from consultants as appropriate.

Overall Project Objectives

- Establish a regional vision for Economic Development and Resilience in the context of the RTP/SCS (Plan Bay Area 2050).
- Identify strategies to support this vision and integrate into the final Plan.
- Perform analysis for Plan Bay Area 2050 equity strategies
- Support the Regional Equity Working Group (REWG)

Work Plan

Task	Task Description	Work Products	Start	End
No.			Date	Date
1.	Develop the Economic Development and Resilience elements of the draft and final Preferred Plan Bay Area 2050 to make progress towards key goals and targets.	 Staff reports Presentation materials Technical reports Meeting agendas and notes 	9/1/19	6/30/20
2.	Analyze Plan Bay Area 2050 equity strategies	 Staff reports Presentation materials Technical reports 	7/1/19	6/30/20

	•	Meeting	
		agendas and	
		notes	

F: Budge	t								
Salaries &	Indirect	Consultants	Toll Credit	Total					
Benefits	Services		Match	Expenses					
2,115,675	1,132,793	1,891,674	109,828	5,140,142					
FHWA PL	FTA 5303	SB1	SB1 FY17-18	SB1 FY18-	STPBG	General	Local	Toll Credit	Total
FY'20	FY'20	Allocated	C/O	19 C/O		Fund	Funds	Match	Revenues
886,054	71,474	907,755	450,746	210,966	700,000	1,713,147	200,000	109,828	5,140,142

Federal Share %

33%

SB1 fund - \$2,106,140 was awarded on 6/22/2018 and expires on 4/28/2021 (Fund source # 2211)

^{*} Please note that federal funds are being used to support the development of a fiscally constrained long range plan consistent with federal metropolitan planning statue

Work Element 1122: Analyze Regional Data Using GIS and Planning Models

A. Project Description Objectives

- Develop, maintain, and implement robust analytical tools capable of supporting all manner of agency activities, including regional planning, federal and state air quality conformity; federal, state, and regional equity analyses; regional project performance assessment and federal and state performance monitoring; and, federal, state, and regional scenario analysis.
- Develop, maintain, and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective, and engaging manner.

Description

- Federal and state air quality statutes rely heavily on regional travel demand models and other analytical tools to forecast the impact of transportation projects and policies on the environment. MTC, as the Metropolitan Planning Organization (MPO), must use analytical tools that meet the requirements of these statutes. MTC uses the regional travel model, a regional land use model, as well as GIS tools to perform this work.
- California Senate Bill 375 requires MPOs to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan that meet greenhouse gas (GHG) emission targets set by the California Air Resources Board. MTC, as the MPO, is required to use both analytical and visual tools to quantify and visualize the impact of transportation projects and policies on greenhouse gas emissions.
- Federal, state, regional, and local governments all have a keen interest in ensuring that transportation funds are distributed in an equitable manner. MTC uses the full complement of analytical tools, including the travel model, land use model, and GIS, to support robust equity analyses.
- Federal, state, regional, and local governments all have an interest in implementing an effective and efficient transportation system. MTC, cities, counties, and transit agencies use our analytical tools and data to support project, corridor, and regional-level planning studies, including airport access planning.

B. Planning Factors Addressed

 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the
 quality of life, and promote consistency between transportation improvements and
 State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system;
- Reduce or mitigate storm water impacts of surface transportation;
- Enhance travel and tourism.

C. Previous Accomplishments

Objectives Accomplishments

- Same as above
- Successfully applied a state-of-the-practice activity-based travel model and state-of-the-art land use model to planning applications.
- We used our state-of-the-practice activity-based model in support of all aspects of our 2017 Regional Transportation Plan and Sustainable Communities Strategy;
- We used our state-of-the-art land use model in support of all aspects of our 2017 Regional Transportation Plan and Sustainable Communities Strategy;
- Successfully collected consistent on-board survey data from more than fifteen regional transit operators;
- Performed pilot of travel survey data on users and non-users of ride-hailing services in the San Francisco Bay Area; survey will inform behavioral trade-offs for incorporation into travel modeling
- Creating, in cooperation with peer MPOs, an efficient, maintainable open source activity-based travel model platform (ActivitySim - https://activitysim.github.io/);
- Creating, in cooperation with peer MPOs, dynamic transit assignment software (Fast-Trips - http://fast-trips.mtc.ca.gov/);
- Developed a set of options for moving forward with an improved freight model development program;
- Worked with the Operations team to design a regional Dynamic Traffic Assignment model for implementation
- Entered into a memorandum of understanding with peer MPOs to cooperatively collect household travel survey information;
- Maintain an on-line searchable GIS data can be found in our data portal (http://opendata.mtc.ca.gov/);
- Supported MTC's Vital Signs effort with an on-line data portal (https://open-data-demo.mtc.ca.gov/).
- Creating or are developing the following web-based tools:

- regional transportation plan project database, parking data inventory tool, residential housing permits, a traffic count database, Bay Area Spatial Information System, resiliency and emergency preparedness tools, and an asset management tool.
- Successfully integrated a spatial economic model with the travel model to predict land development patterns (including the impact of transportation on land development outcomes).
- Collaborative research on future mobility trends and estimation of potential impacts;

Work Products

- Plan Bay Area 2040 Technical Documentation and Maps
- Model Development Documentation
- On-board Transit Survey Documentation
- ActivitySim software and documentation
- Fast-Trips software and documentation
- Data Portal
- Future Mobility Research Program

SB1 Funded Accomplishments

FY 2017-18 – fund source number 2210

- Compiled Jurisdiction Residential Permit Data complete
- Compiled Jurisdiction Housing Policies complete
- Developed Website for Housing Permit complete
- Developed Data Visualization and Reporting Tools for Permit and Housing complete
- Compiled Bike and Pedestrian Count Data complete
- Developed Bike-Pedestrian Count Website complete

FY 2018-19 – fund source number 2211

Maintain and Enhance Analytical Tools and Databases – ongoing. Travel Model 1.5 tool has been updated and calibrated; preliminary calibration/validation report released to partners. Used for Futures round 1 modeling.

- Improve freight modeling and traffic assignment procedures Postponed. Freight model design options were presented and shared with stakeholders but given the large scope and resources needed for the project, it was put on hold.
- Improve land use model, aimed at better supporting transportation and land use coordination efforts ongoing. UrbanSim 1.5 was used for Futures round 1 modeling.
- Continue collecting and analyzing transit on-board survey data collected via a joint effort
 with transit operators and use the information in travel model development activities and
 equity analysis Wheels (LAVTA), WETA Ferries, ACE, Napa VINE Transit and Tri
 Delta Transit surveyed. Onboard data processing underwent a round of standardization.
- Continue the collection, refinement, documentation and use of local land use and zoning data in support of regional housing and transportation projects.

D. Work Plan (FY 2019-20)

Task No.	Task Description	V	Vork Products	Start Date	End Date
1.	Staff will continue to make necessary refinements to the travel model for the next Regional Transportation Plan, including incorporating disruptive modes such as ridehailing and autonomous vehicles.		Technical memos, reports, presentations and code updates on github	7/01/19	6/30/20
2.	Staff will continue to update the land use allocation model, UrbanSim, for the next Regional Transportation Plan, including incorporating travel model compatibility updates, addressing forecast volatility, model calibration, validation and sensitivity analysis, and policy updates.		Technical memos, reports, presentations and code updates on github	7/01/19	6/30/20
3.	Staff will support agency planning activities with technical analysis, visual data summaries, and web based tools to facilitate collaboration, information collection and dissemination.		Maps, technical memos, reports, interactive mapping applications and presentations	7/01/19	6/30/20
4.	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	•	Data, online tools	7/01/19	6/30/20
5.	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.		Maps, technical memos, reports, interactive mapping applications and presentations	7/01/19	6/30/20
6.	Staff will collaboratively work with SCAG, SANDAG, and SACOG staff to research on new mobility trends.	•	Technical memos, reports, and presentations	7/01/19	6/30/20
7.	Staff will continue to conduct onboard transit passenger surveys to inform travel modeling, planning and research.		Survey summary reports, compiled database	7/01/19	6/30/20
8.	Staff will begin work on the decennial regional household travel survey (Bay Area Travel Survey 2020) to inform travel modeling, planning and research.	•	Technical memo	7/01/19	6/30/20

9.	Staff will continue work on the development of	•	Maps, technical	7/01/19	6/30/20
	a regional land use and zoning database is		memos, reports,		
	support of housing and transportation planning		interactive		
	coordination efforts		mapping		
			applications and		
			presentations		

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities

- In FY 2020-21, staff completed a round of development efforts, including incorporating ride-hailing services and other household mobility options into the regional activity-based travel model. Staff will continue to iterate and refine these developments.
- Staff will support the Operations section in the implementation of a Dynamic Traffic Assignment model to better capture the effects of queuing, bottlenecks and roadway delay
- In FY 2018-19, Staff began the development of a regional planning database called the Bay Area Spatial Information System. Staff will continue to collect support and maintain the catalog

F. Budget

Salaries &	Indirect	Other	Consultant	Toll Credit	Total				
Benefits	Services	Operating Expenses		Match	Expenses				
2,481,679	1,328,761	40,300	2,106,673	331,976	5,957,413				
FHWA PL	FTA 5303	FHWA FY'19	FTA 5303	FY '19 SB1	STPBG	General	Local	Toll Credit	Total
FY'20	FY'20	C/O	FY'19 C/O	C/O		Fund	Funds	Match	Revenues
1,285,500	970,000	338,798	166,862	64,013	1,435,000	1,045,740	651,500	331,976	5,957,413

Work Element 1124: Regional Goods Movement

A D	19
A. Project Descrip	
Objectives	 Implement the Regional Goods Movement Investment Strategy in concert with CMAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and local jurisdictions to prioritize funding commitments for critical freight infrastructure and emissions reductions strategies. Continue to participate in statewide goods movement planning efforts and funding initiatives. Lead the Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California planning study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, and Caltrans Convene Regional Airport and Seaport Planning groups, as needed.
Description	Implement the Regional Goods Movement Investment Strategy
Description	 In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. MTC will work to monitor the delivery of projects and programs included in the investment strategy. A specific focus will be the allocation of Regional Measure 3 funds. MTC will endorse projects from this strategy for state and federal discretionary funding sources. MTC will work with CMAs, the Bay Area Air Quality Management District, and Ports on delivering community protection projects.
	Continue to monitor/support statewide goods movement planning efforts and funding initiatives.
	 MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP). Participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan. Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the new
	Trade Corridors program. Release and Disseminate the Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study • MTC is leading the Study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, Association of Monterey Bay Governments

The study will be complete in June 2019, but MTC staff and partners will work to communicate the study's findings throughout FY 2019-20.

 Regional Airport and Seaport Planning
 Convene Regional Airport Planning Committee (RAPC) or Seaport Planning activities, as needed

volumes at three major airports.

B. Planning Factors Addressed

Planning Factors Addressed

• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

Consider potential impacts related to passenger and freight

- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

C. Previous Accompl	ishments
Objectives	 Same as above
Accomplishments	 Improving Goods Movement Efficiency and Competitiveness in
	Northern California Megaregion Study (June 2019)
	 Goods Movement Investment Strategy (January 2018)
	 Regional Goods Movement Plan adoption (February 2016)
	 Freight Emission Reduction Plan (Fall 2017)
	 Regional Airport System Planning Analysis Update 2011
	(September 2011)
	 San Francisco Bay Area Seaport Plan (Amended through
	December 2011)
Work Products	 Same as above

SB 1 Funded Previous Accomplishments

FY 2017-18 – Fund source number 2210

- Develop revenue estimates- complete
- Develop project/program lists- complete
- Give public presentations on strategy and seek to encompass megaregional geography-complete.

FY 2018-19 – Fund source number 2211

- Present goods movement investment strategy- complete

E. Anticipated Future Activities (FY 2020-21)

Anticipated	•	Incorporation of freight investment strategy into next RTP/SCS
Future Activities		

F. Budget

Salaries &	Indirect	Total
Benefits	Services	Expenses
80,211	42,948	123,159

General	Total
Fund	Revenues
123,159	123,159

Federal Share %

0%

Work Element 1128: Resilience and Hazards Planning

A. Project Description

Objectives

- Work to develop a regional land use pattern and transportation system which reduces the risk of natural hazards.
- Provide a platform for local governments to jointly plan, share best practices and develop a shared understanding of regional needs for an effective recovery.
- Disseminate scientific information about natural hazards in an understandable and usable way that facilitates good policy and planning decisions.
- Provide tools for local governments to develop and implement mitigation and recovery plans.
- Help to incorporate resilience planning into the framework of the Regional Transportation Plan and Sustainable Communities Strategy.

Description

This work element comprises technical assistance, analysis, and policy development pertaining to earthquake and hazard preparedness/mitigation and climate change adaptation, as well as ongoing efforts to include these efforts in Plan Bay Area, the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

B. Planning Factors Addressed

Planning Factors Addressed

- Reduce or mitigate storm water impacts of surface transportation;
- Improve the resiliency and reliability of the transportation system;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

C. Previous Accomplishments

Objectives

Same as above

Accomplishments

- Released Bay Area data on the housing loss estimates associated with 16 earthquake scenarios and three flood scenarios and published the data and findings on the Resilience Program Website. (Winter 2018)
- Hosted the Association of Bay Area Governments Spring General Assembly focused on Resilience. The half-day workshop convened local elected officials from across the region

- to discuss resilience broadly, with targeted focus groups dedicated to earthquake, wildfire, sea level rise, and energy systems. (Spring 2018)
- Disseminated findings from the HayWired earthquake scenario report which estimates the impacts from a magnitude 7.0 earthquake on the Hayward Fault. Presented the findings from the report at five events targeting local government staff and decision makers in 2018. (Spring 2018)
- Integrated earthquake and sea level rise impacts into MTC's land use and travel models. The inclusion of these impacts in the models is an early step in the inclusion of resilience policies in the next round of Plan Bay Area 2050. (Summer 2018)
- Published the Earthquake Field Guide and Housing Quiz, companion resources designed to help Bay Area residents spot common problems in ten common housing types and walk residents through a set of adaptive questions which result in tailored homeowner recommendations. The resource was published as both a print and online resource, with print versions made available to all Bay Area cities and counties. (Fall 2018).
- Contributed to the *Local Hazard Mitigation*, *Adaptation Risk Assessment & Strategy Development Workbook* with partners at California OPR, U.S. EPA, and U.S. Department of Homeland Security, FEMA. (Fall, 2018, publishing early 2019)

SB1 Funded Accomplishments

FY 17-18 – fund source number 2210

- Participate in plan framework development- complete
- Participate in policy analysis reports- complete
- Provide data and expertise in adapting modeling tools- complete
- Participate in the development of project implementation and funding tools- complete
- Vulnerability analysis of land use patterns- complete
- Participate in public engagement and outreach around resilience-complete

FY 18-19 – fund source number 2211

- Contribute to Regional Governance Perspective Paper- in progress
- Contribute to perspective paper on Better Buildings- scope of paper has changed, now this is a Sea Level Rise Perspective Paper- work has begun on this effort and is ongoing.

Work Products

Same as above

D. Work Plan (FY 2019-20) Task Task Description Work Products Start Date End Date No.

1.	FEMA CTP IV		Regional Resilience Indicators Incorporating Resilience into Long-Range Planning Housing Mitigation	1/1/2019 Ongoing	6/30/20
2.	Next Regional Plan		Provide data and expertise in adapting modeling tools Participate in the development of project implementation and funding tools Participate in public engagement and outreach around resilience Lead needs assessment development for seismic and sea level rise issue	3/31/20 7/1/19 3/31/20 Ongoing 6/1/19	6/30/20 12/31/19 6/30/20 9/30/19
3.	FEMA CTP V (grant monies not secured yet)	•	Strategy/policy analysis Technical Assistance to support mitigation	Ongoing Ongoing	

E. Anticipated Future Activities (FY 2020-21)

Include continued resilience policy analysis, modeling, and local assistance into PBA 2050 analysis and regional planning activities. Scope PBA 2050 resilience action plan efforts.

F. Budget

Salaries &	Indirect	Consultant	Total	
Benefits	Services		Expenses	
120,317	64,421	176,310	361,048	
SB1 FY17-18	SB1 FY18-19	FEMA	General Fund	Total
C/O	C/O			Revenues
290	76,020	275,000	9,738	361,048
Federal Share	%	76%		

Work Element 1313: Sustainable Communities and Climate Resilience for People with Disabilities

A. Project Description

Objectives

Develop an approach and methodology to integrate access and mobility needs of people with disabilities into local and regional policy, planning and funding decision-making.

- Through data analysis and outreach to communities, develop an action plan for integrating findings from this project into MTC's next Regional Transportation Plan/Sustainable Communities Strategy, Community-Based Transportation Planning (CBTP) program, Lifeline Transportation Program (LTP), One Bay Area Grant (OBAG) program, Adapting to Rising Tides (ART) program, the Coordinated Public Transit-Human Services Plan (Coordinated Plan), and the FTA Section 5310 Program;
- Organize regional forums to disseminate information to partners and stakeholders, and gather feedback on the action plan.

Description

People with disabilities are disproportionately low-income, transit-dependent, and more vulnerable to climate change and natural disasters. Transit agencies, planners, and first responders lack data and insights into their travel and evacuation needs, preferred modes of transportation, and vulnerabilities. MTC is partnering with World Institute on Disability (WID) to develop new strategies and implementation actions to meet the specialized needs of the disability community in planning and funding for a truly multi-modal transportation system for the Bay Area. To achieve this goal, MTC and WID will develop an action plan that includes recommendations for multiple regional plans, programs and data collection effort to include:

- Defining the types of disabilities that are relevant to transportation
 policies, programs, and projects, to ensure that the needs assessment
 and recommendations developed through this project are relevant to
 transit agencies, MPOs, and county congestion management agencies
 (CMAs);
- Compiling and analyzing available demographic and travel data on people with disabilities to better understand the target population, and also to inform the needs assessment (for e.g., how many people with disability live within the transit service area in the region);
- Conducting a detailed needs assessment to better understand travel needs, patterns, gaps, and vulnerabilities for people with disabilities (for e.g., identifying key trip destinations, first- and last-mile barriers to transit, and essential trips that are foregone due to unsurmountable barriers);
- Conducting extensive outreach to the disability community, including organizations, individuals, and experts, to gather findings from preliminary data analysis and needs assessment, and begin developing a policy and planning framework;

- Developing communications materials and a toolkit for policymakers and planners at transit agencies, MPOs, CMAs, and local jurisdictions, for education on barriers, and emerging recommendations for creating an inclusive and accessible transportation system;
- Compiling a resource book for people with disabilities, and conduct in-person educational seminars with disability organizations to build institutional capacity regarding sustainable communities and climate resiliency.

The period of performance for this project is 10/17/2018 - 3/31/2021.

B. Planning Factors Addressed

Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Improve the resiliency and reliability of the transportation system

C. Previous Accomplishments

Objectives

N/A – Work on this project began in 10/2018. Work has been completed for Tasks 1, 2, and 3.

Accomplishments

Task 2 (Demographic and Travel Data Analysis) was completed.

Work Products

Methodology memo; data base of disability organizations with contact information; county and regional profile for people with disabilities, regional profiles of transit and paratransit services.

D. Work Plan (FY 2019-20)

Task No.	Task Description	Work Products	Start Date	End Date
1	Project Management and Coordination	Final project scope of work, timeline and budget; quarterly progress reports; summary memo	07/01/2019	6/30/2020
3	Community Engagement and Needs Assessment	Meetings materials and summary notes from advisory group meetings; stakeholder engagement plan; list of meetings in Sonoma and Contra Costa counties; interview and focus group questionnaires, meeting summaries; final survey instrument; summary memo; statistics on participants	07/01/2019	6/30/2020
4	Policy Recommendations / Implementation Actions	Summary of key findings; policy framework and implementing actions; Action Plan (DRAFT). Final will be delivered in next FY.	11/30/2019	6/30/2020
5	Education and Communication Materials	Educational materials and resource book; meeting materials and summary notes; list of meetings in Sonoma and Contra Costa counties; educational materials and resource	08/31/2019	6/30/2020

	book	

E. Anticipated Future Activities (FY 2020-21)

Anticipated Future Activities

Task No.	Task Description	Work Products	Start Date	End Date
1	Project Management and Coordination	Final project scope of work, timeline and budget; quarterly progress reports; summary memo	6/1/2020	3/31/2021
2	Community Engagement and Needs Assessment	Meetings materials and summary notes from advisory group meetings; stakeholder engagement plan; list of meetings in Sonoma and Contra Costa counties; interview and focus group questionnaires, meeting summaries; final survey instrument; summary memo; statistics on participants	6/1/2020	3/31/2021
3	Education and Communication Materials	Educational materials and resource book; meeting materials and summary notes; list of meetings in Sonoma and Contra Costa counties; educational materials and resource book	6/1/2020	11/30/2020
4	Policy Toolkit / Training for Transportation Agencies	Policy toolkit and collateral materials; workshop materials and summary notes; list of meetings in Sonoma and Contra Costa counties	8/31/2020	2/28/2021

F. Budget

Consultant	Total Revenues	
500,000	500,000	
SB1 Funds C/O	Local Funds	Total Revenues
308,601	191,399	500,000

Federal Share %

0%

^{*} SB1 fund - \$406,000 was awarded on May 11, 2018 and expires on 2/28/2021 (Fund

Work Element 1415: East Palo Alto and Dumbarton Bridge Resilience Study

Description

The western approach of the Dumbarton Bridge and the surrounding area of East Palo Alto is highly vulnerable to 24 inches of sea level rise, which may occur as early as 2050. Available data indicate this would inundate the westbound side of State Route 84, as well as a one-mile section of the eastbound side, the north and south access roads, public access parking, and the nearby bicycle path. At current sea levels, a similar outcome would be created today by the storm surge from a five-year storm event (a storm with a 20 percent chance of occurring each year).

The East Palo Alto and Dumbarton Bridge Resilience Study will leverage previous studies to refine the area's vulnerability assessment; engage with the East Palo Alto community, SFCJPA and stakeholders; and develop adaptation strategies to protect the Dumbarton Bridge west approach and surrounding area.

Tasks

- Conduct meetings and engage with stakeholders and agencies.
- Review previous and ongoing studies to coordinate existing data, identify data needs and collect additional data, and conduct refined flood modeling to better understand flood risks in the project area.
- Conduct field topographic surveys of the shoreline in the vicinity of each weak link
 identified by the Dumbarton Bridge Focus Area Study. The survey data will be used to
 confirm LiDAR elevations along the shoreline (in particular, narrow features not
 accurately captured by the LiDAR data) and will be used in the development of conceptlevel adaptation strategies.
- Conduct detailed hydrodynamic modeling to better understand flood risks in the project area.
- Develop a range of near-term and long-term sea level rise and flooding strategies to
 protect the project area, including identifying key vulnerable assets and evaluating
 strategies against criteria that address benefit and costs, feasibility of construction,
 impacts on the environment and the sea level of the surrounding region, and other
 considerations.

Work Plan (FY 2019-2020)

Task No.	Task Description	Work Products	Start Date	End Date
1.	Conduct project management	 Consultant procurement Project charter Quarterly progress reports to Caltrans Invoices to Caltrans 	07/01/19	6/30/20
2.	Conduct stakeholder working group meetings	Public engagement plan	07/01/19	6/30/20

		•	Meeting agendas and notes		
3.	Refine flood modeling and analysis	•	Technical memos Data collection	07/01/19	6/30/20
4.	Develop and evaluate adaptation strategies	•	List of potential adaptation strategies Evaluation criteria Technical memos	07/01/19	6/30/20
5.	Develop implementation plan for adaptation strategies	•	Draft implementation plan Conceptual level designs and costs estimates	07/01/19	6/30/20

- Refine the vulnerability assessment conducted in the Dumbarton Bridge Focus Area Study using the results of the hydrodynamic modeling. The vulnerability assessment will leverage the previous work and evaluate impacts of flooding to key assets.
- Identify a broad range of near-term and long-term adaptation strategies to protect key
- assets within the project area from high tides, storm surge, and sea level rise.
- Evaluate the adaptation strategies and engage the stakeholder group to provide input on the identified strategies.
- Develop an implementation plan for the proposed strategies.

Anticipated Future Activities (FY 2020-2021)

• None; project expected to be completed by June 2020.

F. Budget

Consultant	Total
	Expenses
301,839	301,839

SB1 Funds	General	Local	Total
C/O	Fund	Funds	Revenues
161,839	40,000	100,000	301,839

Federal Share % 0%

^{*} SB1 fund - \$200,000 was awarded on December 15, 2017 and expires on 6/30/2020 (Fund source # 2208)

[&]quot;Previous Accomplishments Section" was not included – (Contract was encumbered in FY18/19)

Work Element 1613: Accelerating Implementation of Local and Regional Resilience to Climate Change

A. Project Description

Objectives

- Advance progress on two projects, including the State Route 37 Public Access Project, led by Tom Leader Studios; and the South San Francisco Colma Creek project led by Hassel, Inc.
- Engagement with diverse, robust Local Working Groups in each project area including city and county staff, local nonprofits, ecological and environmental stakeholders, policy makers.
- Continue to build capacity of local community-based partners and leadership to successfully continue adaptation planning and implementation over the long-term.

Description

The Bay Area is faced with both near-term hazards and long-term impacts from climate change that threaten our transportation system, the health of our natural systems, and our most vulnerable and disadvantaged communities. Yet the region's established systems of governance, finance and planning have not shown the flexibility to develop the multi-benefit solutions at the scale and timeframe needed to be proactively out in front of these challenges. This project proposal has two main objectives to address that issue: 1) to advance progress on two multi-benefit projects that serve to illustrate new approaches to governance, financing, planning, and design that meet 21^{st} century challenges; and 2) the completion of an adaptation implementation roadmap for each project that includes roles and responsibilities for participating stakeholders from the local, regional, state and federal levels, and informs new ways of working at the institutional level.

At the same time the Bay Area region faces the threat of increased flooding and rising sea levels, much of the region's future growth, including higher density and affordable housing development, is being directed into these areas so that the region can capitalize on the important nexus with transportation, job access and other valuable infrastructure. Much of this growth will occur through Priority Development Areas (PDAs), locally-designated high growth areas identified by MTC and ABAG in partnership with local jurisdiction that serve as a key part of the region's long-term plan for sustainable growth, laid out in Plan Bay Area 2040. PDAs seek to capitalize on existing and new transportation investments to link housing to jobs, minimizing greenhouse gas emissions from transportation and providing a framework for prioritizing transportation projects. While these are important goals and important for the long-term prosperity of the Bay Area region, the challenging reality is that many of the locations identified for focused growth and further transportation investments have also been identified as being vulnerable to flooding, sea level rise and other interrelated hazards.

This new reality – the dual goals of working hard to mitigate the impacts of climate change by reducing greenhouse gases, while making our communities and infrastructure more resilient in the face of a changing climate – calls for new approaches to governance, planning, financing, public engagement and

implementation that are interdisciplinary in nature, and focused on producing multiple benefits that acknowledge these complex near-term and longer-term challenges. This grant proposal seeks to model new approaches to accomplish these multi-benefit outcomes - through illustrating via actual, tangible resilience projects in local jurisdictions - the ways in which we can improve upon governance, financing and planning systems to proactively take on the challenges of the 21^{st} century and beyond.

The advanced adaptation planning efforts being conducted along the SR37 corridor and in South San Francisco are designed to produce multi-benefit strategies to improve public access in and equitable way, enhance the quality of life for local residents, improve ecological and environmental conditions, address the vulnerability of transportation infrastructure, while offering expanded set of mobility options for people of all incomes, that serve to reduce greenhouse gas emissions.

Background

The project team made up of MTC, the Bay Conservation and Development Commission (BCDC), the Bay Area Regional Collaborative (BARC) and the California State Coastal Conservancy (SCC) is building off an extensive body of work that has been completed over the past seven years. In addition to close and lasting partnerships with local jurisdictions, special districts, academic experts, non-profit organizations and community leaders, among others, this work has included other important state and federal partners such as Caltrans District 4, the National Oceanic and Atmospheric Administration (NOAA), the Federal Highway Administration (FHWA), the Federal Emergency Management Administration (FEMA), and the Environmental Protection Agency (USEPA). Additionally, the project team partners were instrumental in getting the Resilient by Design Bay Area Challenge off the ground and serve in leadership roles on the Executive Board and on the Research Advisory Committee, responsible for the selection of the nine project areas that are matched with nine international design teams.

B. Planning Factors Addressed

- Reduce or mitigate storm water impacts of surface transportation;
- Improve the resiliency and reliability of the transportation system;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

C. Previous Accomplishments

Objectives

Same as above

Accomplishments Completed Work Products:

• Contracts with partner agencies, technical advisors and consultants fully executed by March 2019.

 Project Management Team (PMT) selected two program sites, helped complete preliminary Scopes of Work for each project through a robust vetting process with selected consultants and local partners.

D. Work	Plan (FY 2019-20)			
Task	Task Description	Work Products	Start Date	End Date
No.				
1	Form and Organize Project Management Team (PMT):	 List of PMT members, Schedule of Meetings, PMT Roles & Responsibilities Quarterly Reports Invoiced to Caltrans RFQ for Consultant Support 	07/01/2019	06/3/2020
3	Form Local Working Groups and Project Support Tools	 List of members for each Local Working Group, Roles & Responsibilities Local Working Group Goals and Objectives for each project area Review of assets, services, issues and existing conditions PMT will work with Consultant team and Local Working Group to develop approach for meaningful public participation & engagement Online tool or other supporting tools developed for project stakeholders and interested public 	07/01/2019	06/3/2020
4	Improve upon and leverage current financing and implementation mechanisms and governance strategies to ensure ongoing support for two projects	 List of possible funding sources. Adaptation actions matched to best funding source. Identification of alternative funding sources and matching to projects. 	02/01/2019	06/30/2019

5	Conduct Advanced	•	Finalize Scope of Work	03/31/2019	12/31/2019
	Planning for Each		for Advanced Planning,		
	Project Area		Consultant will work		
	-		closely with PMT and		
			Local Working Group		
		•	Complete advanced		
			planning		
		•	Adaptation and		
			Implementation		
			Roadmap (AIR)		
			completed for each		
			project area		
		•	Final manual that		
			describes the steps for		
			developing the		
			Adaptation		
			Implementation		
			Roadmaps		

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities

- Help SB1 funded adaptation planning efforts apply for eligible grant programs to support implementation.
- Development of Regional Adaptation Plan
- Resiliency/Adaptation incorporated into 2021 Sustainable Communities Strategy (Plan Bay Area)

F. BUDGET

Consultant	Total
	Expenses
402,117	402,117

SB1 FY 17-	Local	Total
18 C/O	Funds	Revenues
202,117	200,000	402,117

Federal Share %

0%

SB1 fund - \$307,950 was awarded on December 15, 2017 and expires on 6/30/2020 (Fund source # 2209) This work element is funded entirely by SB1 funds.

Work Element 1615: Connecting Housing and Transportation

A. Project Description

Objectives

- Identify both unique and shared challenges facing local jurisdictions to inform regional plans and programs
- Provide overarching policy support for the agency in terms of the connections between transportation planning, funding and housing outcomes.
- Communicate with county planning and transportation authorities about MTC/ABAG plans, programs, policies and grant opportunities
- Advance implementation of CASA Compact strategies, which emphasizes the 3 Ps: protection, preservation and production, which supports regional transportation investments.

Support for MTC funding and planning programs

Given MTC direction to strengthen the connection between transportation funding and housing production, staff will provide internal analytical support and data collection to advance and implement MTC funding programs, such as for the One Bay Area Grant Program and the Housing Incentive Pool.

Technical Support to Local Jurisdictions related to State Housing Legislation

Staff will assess state housing legislation and provide support to local jurisdictions related to implementation, planning and otherwise complying with new or existing state housing laws. Compliance with housing laws supports transit usage and regional transit investments.

Engagement with Local Planning Directors and County Transportation Authorities

Staff will attend monthly county planning directors meetings, as well as county transportation authority planning directors meeting as appropriate to communication information and seek feedback on MTC/ABAG initiatives, policies and programs.

Regional Housing Permit Collection and Policy Tool - MTC/ABAG's integrated planning program staff will collect housing permit data in support of MTC policies and programs, including transportation funding programs. Permit data will also be displayed on the web portal that visually documents the location of housing permits issued. The objective of collecting this data is to inform

Staff will also maintain the Regional Housing Policy Toolkit, which enables

MTC/ABAG policies and programs, including transportation funding.

	staff, policy-makers and the public to see which key policies jurisdictions throughout the region have implemented. As jurisdictions consider individual policies as part of their overall housing strategy, the toolkit provides practical information about housing best practices, key issues to consider, and links to sample ordinances and legislation.
	CASA: The Committee to Housing the Bay Area – between June 2017 and December 2018, the CASA Steering and Technical committees developed and approved a Compact that includes ten strategies to: (1) increase housing production at all levels of affordability, (2) preserve existing affordable housing, and (3) protect vulnerable populations from housing instability and displacement. Starting in January 2019, the CASA effort, with MTC/ABAG support, will transition into implementation, which will include analysis related to state legislative reform.
Description	This work supports implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a focus on the connection between transportation investment decisions and housing outcomes. A primary focus is the implementation of the CASA effort including monitoring and analysis of state legislation and engagement with regional partners on these issues.

B. Planning Factors Addressed

Planning Factors Addressed

- Achieve state greenhouse gas emissions targets by supporting local development tied to transportation that reduces reliance on single occupancy vehicle (SOV) travel;
- Implementation of efficient land use pattern; Increase in the availability and affordability of housing options;

C. Previous Accomplishments						
Objectives						
	Same as above					
Accomplishments	Regional Housing Policy Database -					
	http://housing.abag.ca.gov/policysearch					
	Regional Housing Permit Data report and visualization -					
	http://housing.abag.ca.gov/map					
	Consistent attendance at county planning director meetings					
	and county transportation planning director meetings					
	CASA Compact -					
	http://mtc.legistar.com/gateway.aspx?M=F&ID=45b9ec6e-					
	fbb7-4e70-b612-fb5a9c0eb75f.pdf					

Work Products	Regional Housing Policy Database - http://housing.abag.ca.gov/policysearch
	Regional Housing Permit Data report and visualization -
	http://housing.abag.ca.gov/map
	Consistent attendance at county planning director meetings
	and county transportation planning director meetings
	CASA Compact -
	http://mtc.legistar.com/gateway.aspx?M=F&ID=45b9ec6e-
	fbb7-4e70-b612-fb5a9c0eb75f.pdf

SB1 Funded Accomplishments

FY 17/18 – fund source number 2210

- Support for CASA, including preparation of meeting materials and analysis.
- Collection of 2016 housing permit data, including data visualization
- Attendance at county planning directors' meetings
- Attendance and participation in Grand Boulevard Initiative meetings
- Grant management of environmental site assessments and predevelopment studies for opportunity sites along the East Bay Corridor.

•

FY 18/19 – fund source number 2211

- Support for CASA, including preparation of meeting materials and analysis through December 2018.
- Collection of 2017 housing permit data, including data visualization
- Attendance at county planning directors' meetings
- Attendance and participation in Grand Boulevard Initiative meetings
- Developed draft scope of work for assessment of technical assistance offered through the Integrated Regional Planning Department.

D. Work Plan (FY 2019-20)

Task	Task Description	Wo	rk Products	Start Date	End Date
No.					
	Local County Planning Director and County Transportation Authority Planning Director meetings planner meetings	•	Attend and participate in monthly county planning director meetings, discussing and seeking input on key regional initiatives, policies and programs such as Plan Bay Area and CASA; meeting notes Attend and participate in subregional initiatives such as the Grand Boulevard Initiative		6/30/20
	Regional Housing Permit	•		04/01/2019	12/30/19
	Collection and Policy Tool-				

	Collect annual housing permit data from local jurisdictions			
3	Process data and update reports, initiatives and maps	Compiled dataset	10/01/2019	6/30/20
4	Maintain and update Housing Policy toolkit	Updated database with new policies or best practice examples	07/01/2019	6/30/20
5.	CASA- Continue to play the role of a convenor	• Specifics TBD	07/01/2019	6/30/20
6.	SB2 Support	 As needed, provide technical assistance and support to local jurisdictions pursuant to the implementation of SB2, and related legislation 	07/01/2019	6/30/20
7.	Program support for MTC transportation/housing coordination	 As needed, provide analytical support for MTC funding programs, such as the Housing Incentive Pool, that require housing data collection and analysis 	07/01/2019	6/30/20

E. Anticipated Future Activities (FY 2020-21)

Anticipated Future Activities

 Update housing permit data process in conjunction with state legislation or direction. Revise engagement with local planning directors/transportation authority planning directors based on bigger-picture engagement strategies for the Integrated Regional Planning Program and/or MTC/ABAG.

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Toll Credit Match	Total Expenses
338,929	181,472	146,019	209,933	30,503	876,353

FHWA PL	FTA 5303	FHWA FY	STBGP	EPA	General	Toll	Total
FY'20	FY'20	18-19 C/O			Fund	Credit	Revenues
						Match	
50,000	6,000	209,933	250,000	250,000	110,420	30,503	876,353

Federal Share %

31%

Work Element 1616: Regional Advance Mitigation Program (RAMP)

A. Project Description

Objectives

- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Develop and implement Regional Conservation Investment Strategies (RCISs), as established in AB 2087, in the Bay Area

Description

The Regional Advance Mitigation Planning (RAMP) Program is a science-based approach to identify mitigation opportunities that support regional conservation priorities and Plan Bay Area goals. RAMP aims to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions that are at threat of loss and protect working lands. MTC, along with the State Coastal Conservancy (SCC), is sponsoring an effort to scope and implement RAMP in the Bay Area with the target of including RAMP in MTC's update of Plan Bay Area 2040 and SB1 Planning Formula Funds was used to advance this initiative.

Assembly Bill 2087 (Levine) establishes a framework for RAMP with the California Department of Fish and Wildlife (CDFW) through the preparation of Regional Conservation Investment Strategies (RCISs). Further, Senate Bill 1 (Beall) includes \$120 million for Caltrans to establish a statewide advance mitigation program. MTC's RAMP Program aims to leverage both of these legislative frameworks to implement RAMP in the Bay Area.

B. Planning Factors Addressed

- Coordinate transportation and land use planning
- Encourage regional stakeholder collaboration

C. Previous Accomplishments

MTC, in coordination with the SCC and with facilitation assistance from the Nature Conservancy, established a Technical Advisory Committee (TAC) comprised of various resource and transportation agencies to help guide RAMP development. The same team has established a stakeholders group to receive further input from business, trade, environmental, and other interested groups. Both groups have met multiple times over the last two years.

The RAMP Program Document has been completed outlining the program parameters and framework for its creation. The RAMP team has also developed draft RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties), both of which are under review.

Task No.	Task Description	Work Products	Start Date	End Date
1.	Develop potential RAMP program structure	Core team meetingsOption development	7/1/2019	6/30/2020
2.	Continue facilitation and program development	 Technical advisory committee participation Identification of new pilot areas Refine project limits with transportation delivery agencies 	7/1/2019	6/30/2020
3.	Develop funding options for RAMP	 Technical memos and reports Coordination with partners, including SCC, CTC, and Caltrans 	7/1/2019	6/30/2020
4.	Develop and implement RCISs	 RCIS documents Sub Regional Assessments (SRAs) Submission to CDFW 	7/1/2019	6/30/2020
5.	Science and data integration	 Consider possible integration into MTC data and analysis 	7/1/2019	6/30/2020
F Antic	ipated Future Activities (FY 20-2)	1)		

- **RAMP**
- Examine additional RCIS/RAMP pilot locations
- Set up RAMP structure in coordination with the State Coastal Conservancy

Fiscal Year 2019-20 (SB1 Planning Formula Funds)

Project Description

Staff will continue to track and implement RAMP and the RCIS pilot areas and explore additional pilot locations.

Responsible Parties

MTC staff will work in coordination with the State Coastal Conservancy and the Nature Conservancy to continue the RAMP and RCIS efforts.

Overall Project Objectives

- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Develop and implement Regional Conservation Investment Strategies (RCISs), as established in AB 2087, in the Bay Area

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Further develop RAMP and RCIS, including continued outreach and assessments	 Technical Advisory Committee meetings Outreach RCIS documents Transportation Assessment updates 	July 2019	June 2020

Budget:

Consultant	Total	
	Expenses	
45,265	45,265	

SB1 FY18/19 C/O	General Fund	Total Revenues
45,265	5,192	50,457

Federal Share %

0%

Work Element 1617: Technical Assistance Strategic Planning

A. Project Description

Objectives

Support Plan Bay Area/Plan Bay Area 2040 implementation by providing effective technical assistance to local jurisdictions supporting efforts to encourage the development of resilient housing, jobs, and services near existing and planned transit.

Description

Prior to the newly integrated Regional Planning Program of both MTC and ABAG staff, the MTC Planning Department had provided on-call consultant assistance to jurisdictions with Priority Development Areas to advance implementation of Plan Bay Area. ABAG Planning staff had also provided technical assistance to jurisdictions related to resilience planning and housing. With the integration of MTC and ABAG staff, there is an opportunity to take a strategic view, assessing and evaluating the most effective form and delivery of technical assistance to best serve jurisdictions in the region.

B. Planning Factors Addressed

Planning Factors Addressed Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

C. Previous Accomplishments

- Staff was assigned that will manage the Technical Assistance Strategic Planning process
- (Task 1) Issued an RFP for consultant services and entered into contract with a firm
- (Task 2) Invited a diverse representation of agency staff to be part of the technical advisory committee (TAC)
- (Task 2) Held TAC kick-off meeting
- (Task 4 and overall) Drafted the mission and definitions of effort
- (Task 4) Drafted the data collection plan
- (Task 5) Drafted the literature review plan

SB1 Funded Accomplishments

FY18/19 SB1 Funds – fund source number 2211

• The contract has been encumbered. The consultant has not yet billed for work. No SB1 funds in FY17/18 were awarded.

D. Work Plan (FY 2019-20)

Task No.	Task Description	Work Products	Start Date	End Date
1	Project Kick-Off	 Project Management Plan 	7/01/2019	9/30/2019
2	Form Project Technical Advisory	Outreach to Form TAC	1/1/2019	9/30/2019
	Committee	 Kick-off and regular meetings 		

3	Assessment if Current Programs and Possible New Assistance Areas	 Gather, Compile, and Assess Data Implement Surveys, Interviews, and Focus Groups Final Report on Preliminary Assessment 	2/1/2019	6/30/2019
4	Review of TA Programs Offered Through MPOs and/or COGs Throughout the Nation	Literature Review	4/1/2019	7/1/2019
5	Recommended Options for Regional TA Delivery	 Interactive Half-Day Workshop with TA Models Prepare Final Report with Key Recommendations 	7/1/2019	9/30/2019
6	Implement/launch new Technical Assistance Program	Description and procedures for delivering new program	7/1/2019	6/30/2020

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future • Activities

- Depending on the outcome of the study, it is anticipated that changes will be made to restructure the delivery of technical assistance offered through the Integrated Regional Planning Program.
- Monitor delivery and outcomes of new program

F. Budget

Salaries &	Indirect	Consultant	Total
Benefits	Services		Expenses
79,057	42,329	37,676	159,063

SB1	General	Total
FY18/19	Fund	Revenues
C/O 37,676	121,387	159,063

Federal Share % 0%

Work Element 1619: Diridon Integrated Station Concept Plan (DISC)

(FTA 5304 – Strategic Partnerships Transit)

A. Project Description

Objectives

With the introduction of BART, electrified Caltrain, and potentially high-speed rail (HSR) service in the future, Diridon station is expected to see an estimated tenfold increase in passengers by 2040. The Diridon Integrated Concept Plan (DISC), a joint effort of Caltrain, the California High-Speed Rail Authority, the Santa Clara Valley Transportation Authority, and the City of San Jose, seeks to optimize the design of the station to promote seamless connections and facilitate regional and statewide mobility, while also creating a station building that is designed in close coordination with the future private development that will occur around and within the station.

Description

Already the South Bay's primary transit node, Diridon Station will become one of the nation's busiest intermodal hubs once BART, high-speed rail, and electrified Caltrain initiate service at the station. Additionally, millions of square feet of new development at the station will transform the station district into a major employment destination. Recognizing this once-in-a-generation opportunity, Caltrain, VTA, the California High-Speed Rail Authority and the City of San Jose are working together on the Diridon Integrated Concept Plan. This Plan will propose a bold vision of a future station that seamlessly connects modes and is integrated with the surrounding urban fabric.

B. Planning Factors Addressed

Planning Factors Addressed

Promote reliable and efficient mobility for people, goods, and services, while meeting the State's GHG emission reduction goals, preserving the State's natural and working lands, and preserving the unique character and livability of California's communities.

C. Previous Accomplishments -

C. I Tevious Accompnishments –					
Task	Task Description	Work Products	Start	End Date	
No.			Date		
1	Project Management and Coordination	 Kick-off meeting with Caltrans summary Partner Kick-Off Meeting summary Reoccurring Project Meetings summaries Monthly Progress Reports (included with Consultant invoice) 	Completed	Completed	

4	Station Scenarios Development	Technical Memo on Screening	Completed	Completed
		Methodology for Scenario		
		Selection and Justification for		
		Eliminated Scenarios, referred to		
		as the Heavy Rail Assessment		
5	Scenario Selection	Draft Scenario Selection Report	Completed	Completed
		for Spatial Layout and		
		Organization Structure		
		• Final Scenario Selection Report		
		for Spatial Layout and		
		Organization Structure		

D. Work Plan (FY 2019-20)

Task	Task Description	Work Products	Start Date	End Date
No.				
2	Workshops and Specialized	Summaries of Technical	07/01/2019	08/31/2019
	Meetings	Worskshops and Specialized		
		Meetings		
3	Ambitions and Requirements	 Draft High-Level, Functional 	10/1/2019	1/31/2020
		Program of Requirements (CRS)		
		• Final Program of Requirements		
		(CRS)		
		Evaluation Framework		
		 Memo of International Best 		
		Practices of Organizational		
		Models		
6	Refinement of Single Preferred	 Draft Single Preferred Option 	07/01/2019	11/30/2019
	Option (SPO)	Report		
		 Final Single Preferred Option 		
		Report		
7	Invoicing and Fiscal Management	Quarterly Reports to Caltrans	07/01/2019	06/30/2020
		• Invoicing to Caltrans		

E. Anticipated Future Activities (FY 2020-21)

Anticipated All tasks listed above will start in FY 19-20 and continue into FY 20-21

F. Budget

Consultant	Total
	Expenses
714,780	714,780

FTA 5304	Local	Total
Est. C/O	Funds	Revenues
500,000	214,780	714,780

Federal Share % 70%

Work Element 1112: Implement Public Information Program and Tribal Government Coordination

A. Project Description

Objectives

- Involve the interested public in transportation planning, fund programming and allocation processes, including those in underrepresented groups.
- Inform the media and public about current transportation activities, including regional operations projects, such as 511, Clipper® and Freeway Service Patrol.
- Provide opportunities for early and continuous public participation in the transportation planning process in accordance with the Fixing America's Surface Transportation Act (FAST Act) and federal policy by means of organized outreach and involvement activities, and through the Policy Advisory Council.
- Provide opportunities for public participation in the development of the Regional Transportation Plan/Sustainable Communities Strategy.
- Conduct government-to-government consultation with Tribal governments of federally recognized Native American tribes regarding planning and programming activities.

Description

Public Participation under State and Federal Law

- Federal law requires MTC when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, MTC's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.
- Under state law (revised most recently in 2008 by SB 375 (Steinberg), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law calls upon the Metropolitan Transportation Commission (MTC) to develop a plan to involve the public in this process. The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

Public Participation Plan

 State law requires a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan, along with the requirements outlined in SB 375.

B. Planning Factors Addressed

Planning Factors • Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Target underrepresented groups in MTC's outreach efforts, ensuring equity in our planning efforts.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

C. Previous Accomplishments

Objectives

Same as above

Accomplishments

- Adoption of update MTC Public Participation Plan
- Evaluation of Plan Bay Area public engagement
- Completed outreach to Tribal governments for Plan Bay Area consultation

Work Products

• Plan Bay Area 2050 document and website

- *E-News* MTC's electronic newsletter
- Press releases, media advisories, etc.
- E-mail notifications; contact database
- Brochures, postcards as needed
- Website updates
- Public meetings, workshops and regional forums
- Videos and social media content
- Implemented various elements of the Climate Initiatives Outreach Program, including Spare the Air Youth program.

D. Work Plan (FY 2019-20)

Task No.	Task Description	Work Products	Start Date	End Date
1	Support public meetings and other events with briefing materials; provide reports and summary of comments heard to decision makers at key milestones, consistent with MTC's Public Participation Plan	Meeting and briefing materials	7/01/19	6/30/20
2	Conduct media relations activities: prepare news releases and press packets; respond to requests for information; arrange press conferences; write and place op-ed pieces and articles; arrange editorial meetings; place commissioners and staff on public affairs shows	News releases, press packets, press events, articles	7/01/19	6/30/20
3	Oversee content and design for the agency's primary website as well as associated websites; develop subsidiary websites as needed	MTC's website and associated websites	7/01/19	6/30/20
4	Manage and evaluate public engagement for MTC's Regional Transportation Plan (including the SB 375/Sustainable Communities Strategy), the Transportation	Public Participation Plan	7/01/19	6/30/20

	Improvement Program and the One Bay Area Grant program.			
5	Complete formal Tribal government-to-government outreach on the Plan Bay Area update, as appropriate, and document separately from public participation efforts; solicit early involvement of Tribal governments and associated Native American organizations and individuals in public participation efforts. MTC will also outreach to tribal governments regarding its Transportation Improvement Program.	Government Consultation to Native American Tribes report	7/01/19	6/30/20
6	Manage the Climate Initiatives Public Outreach Program	Social marketing campaign, Spare the Air Youth Program	7/01/19	6/30/20
7	E- newsletter and other agency information products	E-Newsletters, reports	7/01/19	6/30/20
8	Provide editorial support to agency (including speeches, brochures, etc.)	N/A	7/01/19	6/30/20

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities

- Implement engagement related to the next RTP/SCS plan
- Continue to implement/manage Climate Initiatives Outreach Program
- Complete outreach to Tribal governments for consultation on the Plan Bay Area update, as appropriate.
- Ongoing activities, as needed

F. Budget

Salaries &	Indirect	Other	Consultant	Toll Credit	Total		
Benefits	Services	Operating		Match	Expenses		
2,805,377	1,574,607	297,160	1,914,356	511,505	6,591,500		
FHWA PL	FTA 5303	FTA FY'19	CMAQ	General	Local	Toll Credit	Total
FY'20	FY'20	C/O		Fund	Funds	Match	Revenues
3,136,500	1,321,000	2,000	200,000	292,500	1,639,500	511,505	6,591,500

Work Element 1233: Transportation Asset Management (TAM) Program

A. Project Description

Objectives

- Provide comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs.
- Prepare and analyze investment strategies geared towards meeting performance targets for state of good repair, and monitor progress towards meeting those targets.
- Support Department of Transportation (DOT) requirements that recipients and subrecipients of Federal funding develop Transit Asset Management Plans and use an asset management system to develop capital asset inventories.
- Comply with DOT requirements for setting performance targets related to the State of Good Repair for both the transit system and streets and roads on the National Highway System.
- Incorporate Transit Asset Management-related performance based planning in the Metropolitan Transportation Plan and Transportation Improvement Program process.
- Comply with state law that requires that each local government establish and maintain a
 Pavement Management Program (PMP) as a condition for funding projects in the State
 Transportation Improvement Program (California Streets and Highways Code section
 2108.1)
- Reduce or mitigate storm water impacts of surface transportation through non-pavement asset management activities including storm drain inventory and condition monitoring, and encouragement of best practices in run-off mitigation as it relates to roadway repair
- Support DOT requirements on Highway Performance Monitoring System (HPMS) and Model Inventory of Roadway Elements (MIRE) reporting for safety management by using an asset management system to track roadway data
- Integrate Transit Asset Management Plans from transit providers into our planning
 process and coordinate with the transit providers to implement a performance based
 planning process that prioritizes investments that meet regional performance targets for
 State of Good Repair.

Description

- Update and refinement of the Regional Transit Capital Inventory
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus software
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- Facilitate the development and update of Transit Asset Management plans
- Coordinate with all transit providers to set the MPO's Transit Asset Management targets
- Coordinate with the State DOT to set performance targets for the National Highway System
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements

- Provide guidance and instruction on best practices in asset management and safety management as it relates to asset management.
- Provide performance monitoring guidance and tools
- Develop models and processes for integrating Transportation Asset Management objectives into regional multi-objective decision-making
- Provide oversight of the Statewide Local Streets and Roads Needs Analysis Project
- Develop the Annual Regional Summary of Pavement Conditions •
- Implement Pavement Management Program (PMP) certification procedures
- Provide program updates and technical assistance to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group
- Facilitate meetings of the Transit Asset Management working groups

B. Planning Factors Addressed

- Foster a regional approach to transportation planning by promoting cooperation and coordination in efforts to improve the state repair of transportation assets;
- Establish prioritization for investment in the existing transportation system;
- Develop performance goals and track progress made in attaining them;
- Improve the region's ability to assess the impact of investments in transit capital replacement and rehabilitation on State of Good Repair and system reliability;
- Help develop smart funding and investment prioritization policies and procedures;
- Promote efficient system management and operation and reduce/eliminate project delivery delays;
- Emphasize the preservation of the existing transportation system;
- Reduce or mitigate storm water impacts of surface transportation;
- Facilitate and improve safety through the use of asset management with a comprehensive roadway data inventory.

C. Previous Accomplishments

P-TAP grant program:

https://mtc.legistar.com/LegislationDetail.aspx?

ID=2950091&GUID=523BB954-2512-4838-8349-0D7362D23ABE&Options=&Search=

- PCI Summary: https://mtc.ca.gov/file/153881/search-result
- Statewide Needs Assessment http://www.savecaliforniastreets.org
- Regional Asset Management targets for 2018:

https://mtc.legistar.com/LegislationDetail.aspx?

ID=3717702&GUID=24FCC4FC-68A2-4CBB-935F-8ACC0AFA701F

Vital Signs

http://www.vitalsigns.mtc.ca.gov/transit-asset-condition

http://www.vitalsigns.mtc.ca.gov/street-pavement-condition

- Completed group TAM plan for small operators, for compliance with DOT requirements
- Completed Spring and Fall StreetSaver User Week training

D. Work Plan (FY 2019-20)

Task No.	Task Description	Work Products	Start Date	End Date
1	Provide technical training and support	Assistance as requested	7/01/19	6/30/20

	for StreetSaver users			
2	Regional Transit Capital Inventory	Updated Inventory of	Ongoing	Ongoing
	Update	Transit Assets		
3	Regional summary of pavement	Regional Condition	7/01/19	6/30/20
	conditions	Summary		
4	TAM Target Setting	FY 2020 TAM Targets	09/01/19	10/30/20
5	NHS Target Setting	FY 2020 Pavement &	09/01/19	10/30/20
		Bridge Targets		
6	Local Streets and Roads Needs	2020 Statewide Needs	7/01/19	6/30/20
	Assessment	Assessment		
7	Provide support to Local Street &	Meetings and Meeting	7/01/19	6/30/20
	Road and Transit Asset Management	Materials		
	working groups			
8	Implement the P-TAP Grant Program	Program of Projects	7/01/19	6/30/20

E. Anticipated Future Activities (FY 2020-21)

Anticipated Future Activities

- 2020 Regional Pavement Condition Summary
- Establish regional Transit Asset Management targets for 2021
- Update Group Transit Asset Management Plan for Tier II operators and consolidated NTD report
- 2020 RTCI Update
- 2021 RTP/SCS Needs Assessment

F. Budget

Salaries &	Indirect	Other	Consultant	Toll	Total
Benefits	Services	Operating		Credit	Expenses
		Expenses		Match	
705,632	377,816	37,000	5,436,846	57,872	6,557,294

FTA 5	303	FTA 5303	STPBG	General	Local	Toll	Total
FY'2	20	'19 C/O		Fund	Funds	Credit	Revenues
						Match	
250,0	000	254,549	1,900,000	1,120,448	3,032,297	57,872	6,557,294

Federal Share %

33%

Work Element 1517: Transit Sustainability Planning

A. Project Description Objectives

- The Transit Sustainability Project (TSP), adopted by the Commission in May 2012, evaluated the region's transit system and established an implementation plan for a more financially viable transit system that is both cost-effective and customerfocused.
- The TSP developed an implementation plan that will lead the Bay Area to a sustainable transit system from the customer, financial, and environmental perspectives:
 - Customer: A system that functions as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
 - Financial: A system that can cover its operating and capital costs with a growing share of passenger fare revenues as well as reliable streams of public funding.
 - **Environmental:** A system that can attract and accommodate new riders in an era of emission-reduction goals, and is supported through companion land use and pricing policies.
- The TSP will inform scenario development and investment trade off discussions for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Description

- The TSP included a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures.
- The analysis acknowledged the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375.

Financial Analysis:

- Conducted financial analysis of key internal and external cost drivers and development of cost containment strategies.
- Conducted financial analyses of existing revenue sources, revenue trends and opportunities for new revenue sources and innovative policies for revenue sharing and transit/transportation pricing.
- Facilitate the development of 10-year capital and operating budget forecasts through transit operator Short Range Transit Plans (SRTP).

Service Analysis:

• Conducted in-depth service analysis at the regional and sub-

- regional level.
- Defined effective transit service at the regional, sub-regional and local levels, establishing service criteria and performance objectives.
- Identified infrastructure and operating policies that could increase transit's effectiveness.
- Recommended prioritized strategies for maximizing ridership, containing costs, and increasing service efficiencies.
- Recommended policies, service delivery strategies, and cost containment strategies for ADA-paratransit services in the region.
- Facilitate the development and communication of 10-year service plans through transit operator SRTPs.

Institutional Analysis:

- Evaluated intuitional and decision-making structures.
- Conducted marketing and outreach, including engaging the public and multiples stakeholder groups.
- Identified a detailed action plan to implements the TSP's recommendations.

B. Planning Factors Addressed

Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;

- Emphasize the preservation of the existing transportation system, consistent with the California Planning Emphasis Area of State of Good Repair.
- Improve the resiliency and reliability of the transportation system.

•

C. Previous Accomplishments

- Project recommendations adopted in May 2012 http://www.mtc.ca.gov/planning/tsp/.
- Project implementation commenced in June 2012 and is ongoing.
- Round 1 TPI Incentive grants awarded in January 2013.
- Round 2 TPI Incentive grants awarded in March 2014.
- Round 3 TPI Incentive grants awarded in May 2015.
- Round 4 TPI Incentive grants awarded in May 2016.
- Round 1 TPI Investment grants awarded in May 2012.
- Round 2 TPI Investment grants awarded in September 2014.
- Round 3 TPI Investment grants awarded in January 2017.
- On July 12, 2017, MTC programmed the remaining \$2.3 million in Transit Performance Initiative Investment Program funding to four projects in the North Bay counties of Marin, Sonoma, Napa, and Solano.
- Beginning in 2017, annually fund TPI projects through Low Carbon Transit Operations Program (LCTOP) beginning (March 2017, March 2018, April 2019)
- Studies
 - o Completed Phase I of the Tri-City Transit Study and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.
 - Finalized AC Transit/BART Inner East Bay Fare Discount Pilot Study in Spring 2017.
 - Finalized SMART bus integration and station access improvements study in Spring 2017.
 - o Sonoma County TIES Study Technical working papers completed in April 2019.
 - o Initiated the Transit Use Study with UCLA in Fall 2018.
 - o Initiated the Southern Alameda Integrated Rail Analysis Fall 2018.
 - o Crossing Study to be finalized in Summer 2019.
- Five Year Large Operator TSP Performance Metric Assessment Update (Programming and Allocations Committee, February 2019)
- Adopted a TSP Performance Metrics policy for Small and Medium Transit Operators (Resolution No. 4321, February 2019)
- Semi-annual TPI program reports (most recent: June 2018, January 2019)

SB1 Funded Accomplishments

FY 18/19 - fund source number 2211

- Staff time for initiation and completion of Crossings Study, including scope development, consultant procurement, and project management, oversight, and review of deliverables.
- Staff time for initiation of Southern Alameda Integrated Rail Analysis, including scope development, consultant procurement and kick-off, and project management, oversight, and review of deliverables for initial phases of work.

D. Work Plan (FY 2019-20)

Task No.	Task Description	Work Products	Start Date	End Date
1	Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	 Semi-annual reports to the Commission 	7/1/2019	6/30/2020
2	Continue to program/ fund TPI-like projects through Cap and Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG 2 in future years.	 LCTOP program approval of TPI projects by Commission TPI Call for projects 	11/1/2019	6/30/2020
3	Small, Medium, and Large Operator Performance Metric Evaluation and Framework. Continue to monitor strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP Continue to develop and implement direction and actions resulting from the TSP metric assessment from late 2018 for large transit operators.	 Proposed Plan for future TSP goals. Small, Medium, Large TSP metrics Evaluation for 2019 	7/1/2019	6/30/2020
4	Facilitate the development of Short Range Transit Plans (SRTPs) for transit operators. In this year, initiate the Mid and Small Operators SRTP cycle (20+ SRTPs). This is a multi- year effort.	Annual Draft and Final Reports of 10 year transit operator capital and operating budgets, plans, and programs for selected transit operators	7/1/2019	6/30/2020

5	Sonoma County Transit Integration Study to examine system efficiencies and integration opportunities among Sonoma County transit operators in order to assist MTC in addressing transit performance and sustainability.	•	Draft and Final Study Report	7/1/2019	6/30/2020
6	Transit ridership and coordination efforts/studies		Draft and Final Bay Area Transit Use Study Other coordination reports/white papers	7/1/2019	6/30/2020
7	Southern Alameda Integrated Rail Analysis – evaluate passenger rail needs and opportunities for expanded and more seamless service (planning, conceptual engineering, initial design)	•	Draft and Final Study Report	7/1/2019	6/30/2020

E. Anticipated Future Activities (FY2020-21)

Anticipated Future Activities

- Performance Metric Evaluation and Framework. Continue implementation of recommendations from the Transit Sustainability Project. Update MTC Resolution 4060 as needed.
- Plan for OBAG 2 TPI Investment program and the Annual LCTOP programming for TPI Investment projects.
- Continuation/advancement of transit coordination and ridership initiatives and studies.

F. Budget

Salaries & BenefitsIndirect ServicesConsultant MatchToll Credit ExpensesTotal Expenses474,862254,2552,378,171198,7223,107,288

FTA 5303 FY'20	FTA 5303 FY'19 C/O	General	Local	Toll Credit	Total
F 1 20	FY'19 C/O	Fund	Funds	Credit Match	Revenues
460,000	1,272,538	550,750	824,000	198,722	3,107,288

Federal Share %

60%

Work Element 1520: BART Metro 2030 and Beyond

A. Project Description Objectives

- Analyze emerging population and job trends, including those being developed for Plan Bay Area, to better understand evolving travel markets.
- Prepare updated BART service plan scenarios and identify capital improvements to better serve Bay Area travel demand in a costeffective manner.
- Improve reliability, increase ridership, reduce regional VMT and greenhouse gases.
- Prioritize strategies based on their benefit to BART and the region.
- Develop recommendations and a phased implementation plan.

Description

- California is confronting a housing crisis, and an imperative to create sustainable communities that link jobs and housing to reduce GHG emissions. To better connect communities with seamless mobility, the San Francisco Bay Area Rapid Transit District (BART) will develop a 2030 systemwide service plan and identify capital projects to improve operational efficiency and financial stability, maximize ridership, reduce GHG emissions, and provide an alternative to regional congestion.
- The project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the regional Sustainable Communities Strategy, improve job access for all communities, and reduce greenhouse gases.
- The Operating Service Plan will plan for major changes including;
 - O Implementation of the Communications-based Train Control System, and expanded fleet, which will allow 30 trains per hour in the Transbay tube, compared to 23 today.
 - Declining off peak ridership, partly caused by the growing popularity of Transportation Network Companies, which makes weekend and evening service less productive.
 - Future regional growth based upon predictions from MTC's Plan Bay Area 2050.
 - o The need for ongoing track closures for maintenance;
 - o Extension of BART to Berryessa in San Jose, and to downtown San Jose and Santa Clara by 2026.

• Potential Capital projects that will position the agency to respond to the above challenges. BART has already identified a list of potential capital improvements, including new maintenance and storage facilities, passing tracks and crossovers that would position the agency to respond to these challenges. Through BART Metro 2030 and Beyond, BART will further define and prioritize these improvements based on how they benefit the region and allow BART to deliver higher quality service at lower cost.

B. Planning Factors Addressed

Planning Factors Addressed

- Improve operational efficiency and maximize ridership;
- Implement the regional Sustainable Communities Strategy by matching BART service and regional demand patterns;
- Support the region's economic growth and development by supporting connections between job centers and communities;
- Promote financial stability of the District,
- Protect and enhance the environment by promoting transit use and reducing GHG emissions;
- Provide an alternative to regional congestion;

Continue to provide service for economically disadvantaged communities in the Bay Area.

C. Previous Accomplishments

The 2013 BART Sustainable Communities Operations Analysis (SCOA), funded by Caltrans, completed a similar evaluation. Many of the prioritized projects have been implemented or have advanced to preliminary engineering. BART Metro 2030 will build upon that work, taking into consideration changes in ridership trends, incorporate updated information about upcoming BART projects, and look at potential operational needs extending beyond implementation of the Core Capacity Project.

D. Work Plan (FY 2019-22)

Task	Task Description	Wor	k Products	Start Date	End Date
No.					
1	Kick-Off Meeting with Caltrans & Formation of Technical Advisory Committee	1	Summary notes from meeting. Copy of finalized work program.	10/1/2019	11/1/2019
2	Quarterly Invoicing, Progress Reports and Project Management]	Quarterly Project Reports, Invoices, other compliance documentation as needed	10/1/2019	4/1/2022
3	Procurement and Administration for Consultant Work	• j	Copy of consultant work plan, invoices from consultant	10/1/2019	4/1/2022
4	BART Operating and Capacity Existing Conditions • The project team will analyze and document BART's current operation and capacity conditions, and respective policies, to establish a summary of how planned changes might impact operations or capacity.]	Operating and Capacity Existing Conditions Working Paper	10/1/2019	2/1/2020
5	Travel Market Analysis To understand how future trends and changes in demand patterns will impact BART operations, the consultant will prepare a Travel Market Analysis Working Paper, which will identify a range of expected future ridership trends. We expect to use the BART ridership model to analyze potential future ridership, focusing on 2025, 2030, and 2035.		Travel Market Analysis Working Paper	11/1/2019	2/1/2020
6	Operational Strategies Development Based on findings from Task 4, this task identifies and develops a range of potential operational concepts and associated capital projects to more effectively and efficiently serve the identified travel markets. Strategies will focus on improving BART's overall service considering changing demand patterns such as changes to BART and regional transit connectivity, declining off-peak ridership, changing operating constraints, and a desire for improved reliability.		Operational Strategies Working Paper	1/1/2020	6/1/2020

7	Public Engagement – Potential Strategies BART will conduct outreach to gather feedback on potential strategies, as well as ideas for new strategies from the public.	 Memo summarizing the outreach process and findings 	4/1/2020	6/1/2020
8	Evaluation Criteria This task will refine the project goals and define the evaluation criteria that will help the project team evaluate and compare the benefits of various operational strategies and associated capital projects.	Evaluation Criteria Memorandum	2/1/2020	7/1/2020
9	Train Operator Staffing Forecast Model This task will define a new process for estimated future full time equivalent staff levels, using BART's new crew scheduling software, HASTUS. This model will be necessary to accurately estimate the cost of operational strategies in Task 10.	 Operator staffing Model Memorandum, Spreadsheet-based operating staff model 	5/1/2020	7/1/2020
10	Scenario Development This task includes identification of concept-level infrastructure needs and operational plans. The consultant team will prepare service plans by discrete time periods for each scenario. This includes breaking the service plan into time-of-day buckets as well as key years where new operational plans would be phased in (e.g. 2025, 2030 and 2035). The strategies will be organized into six (6) scenarios for purposes of preparing an operational assessment.	Scenario Development working paper	7/1/2020	9/1/2020
11	Simulation The study team will use simulation and forecasting tools to assess the benefits, potential conflicts, and overall impacts of the scenarios. The team will also analyze potential tradeoffs of the scenarios, such as the reduced time for maintenance that could result if evening and weekend hours of service and & frequencies are increased.	Operating Feasibility and Analysis of Scenarios memorandum	9/1/2020	12/1/2020
12	Costs The Project Team will prepare order of magnitude cost estimates for capital projects and annual operating and maintenance (O&M) cost estimates for each of the scenarios	Consultant (capital costs), BART (operating costs)	9/1/2020	12/1/2020

13	Scenario Analysis and Evaluation Using the identified criteria, the consultant will evaluate the performance of the scenarios and assess their benefits and costs using the outputs of the service planning simulation, ridership forecasting, line load analysis, and capital and O&M costs estimates.	 Scenario Evaluation Working Paper 	12/1/2020	6/1/2021
14	Public Engagement - Scenario Evaluation (2 nd of 2 Public Outreach Tasks) To engage the public's help in prioritizing study recommendations, the Project Team will create an interactive website where BART riders and the general public can help prioritize potential projects based on their benefits and given a funding constraint.	 Memo summarizing the outreach process and findings 	3/1/2021	6/1/2021
15	Implementation Approach The study team will summarize priority recommendations and provide a phased implementation plan for recommended operating service scenarios and capital projects, including potential funding sources and high-level schedules for capital project design and construction.	Implementation Approach Memorandum	6/1/2021	9/1/2021
16	Final Report and Briefing Book The study results will be compiled into a final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.	Final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.	9/1/2021	1/1/2022

E. Anticipated Future Activities (FY2020-21)

Anticipated Future Activities

See table above

F. Budget

Consultant	Total Expenses
529,559	529,559

FTA 5304	General	Total
C/O	Fund	Revenues
466,559	63,000	529,559

Federal Share %

88%

Grant awarded on May 17, 2019 and expires on 2/28/2022. Fund Source # 1638

Work Element 1413: Climate Initiatives

A. Project Description

Objectives

- Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health
- Contribute to achieving state-mandated reduction targets

Description

- Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, 40% of GHG emissions is due to the consumption of fossil fuel in the transportation sector.
- MTC set aside a commitment of \$526 million in Plan Bay Area 2040 to implement a comprehensive regional Climate Initiatives Program. This initiative focuses on individual actions, public-private partnerships, and other programs to reduce SOV commuting.
- In 2017, MTC adopted Plan Bay Area 2040 which included a number climate strategies included in the previous plan, Plan Bay Area, along with two new strategies: Targeted Transportation Alternatives and Trip Caps

B. Planning Factors Addressed

Planning Factors Addressed

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

C. Previous Accomplishments

Objectives

- Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health
- Contribute to achieving state-mandated reduction targets

Accomplishments

Commuter Benefits Ordinance

 Senate Bill 1128 passed the State Legislature without any opposition and authorizes MTC and the Bay Area Air Quality Management District to jointly administer the Bay Area Commuter Benefits Program. Staff continue to administer the program to bring employers into compliance

Car Sharing

- Six grants were awarded to the following agencies to implement car sharing services. San Mateo, Hayward and Oakland have implemented their programs
- MTC staff will engage in the following activities to support the expansion of carsharing in the Bay Area. This will include, but is not limited to, the following:

- Providing a clearinghouse with sample regulations, RFPs and marketing materials
- Guiding the transition of local fleet operations to carsharing operators
- Better integrating carsharing into trip planners
- Increasing the number of carshare vehicles around BART and major bus stations
- Providing outreach activities

Vanpool Incentives

• Staff awarded a contract for vanpool services, and will begin operating the modified program

Electric Vehicle Programs

- The electric vehicle suite of programs include the Clean Vehicles Feebate Program; Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive and the Regional Electric Vehicle Charger Network
- Staff are coordinating with the Bay Area Air Quality Management District to implement the programs

Targeted Transportation Alternatives

- Staff will be developing a program that supports behavior change in the Bay Area. This will include, but is not limited to, the following:
 - Determining target audiences and incentives
 - Developing an app prototype
 - Drafting a marketing strategy
 - Providing outreach activities

Trip Caps

 Staff are exploring a technical assistance program for cities to be early implementers of SB 743 and link trip cap strategies to this assistance program as VMT mitigation measures

D. Work Plan (FY 2019-20)

Task	Task Description	Work	Start Date	End Date
No.		Products		
1	Staff will continue to implement the Climate Initiative	Various	7/1/19	6/30/20
	Program (outreach, grants), including projects related to			
	the OBAG 2 program (car sharing, electric vehicles and			
	parking/transportation demand management).			

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities

- Continue to implement the OBAG 2 Climate Initiatives Program.
- Continue to plan, develop, and implement other climate protection plans and strategies in preparation for future updates to Plan Ba Area
- Continue to plan, develop, and implement parking policies and local assistance programs

F. Budget:

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
312,294	167,211	12,685,411	13,164,916

CMAQ	General Fund	Total Revenues
12,400,411	764,505	13,164,916

Federal Share %

94%

Work Element 1611: Priority Development Area (PDA) Planning and Implementation

A. Project Description

Objectives

- Reduce the combined cost of housing and transportation for the region's households.
- Increase travel choice.
- Promote compact development that preserves open space and natural resources through Priority Conservation Area designations
- Support Plan Bay Area/Plan Bay Area 2040 implementation by encouraging development of housing, jobs, and services near existing and planned transit.
- Support community planning processes that identify new, appropriate land uses for transit nodes and stations, including supportive TOD affordable housing, VMT reduction, and parking policies and programs.

Description

The Regional PDA Planning and Implementation Program focuses on three key elements – PDA Planning, Priority Area Designations and Guidelines, the Transit Oriented Affordable Housing (TOAH) Fund and Bay Area Preservation Pilot (BAPP), and Coordinate County Planning Funds - all of which support Plan Bay Area long-range transportation and land use goals.

PDA Planning Grants - This program seeks to intensify land uses in and around transit stations and along transit corridors in PDAs throughout the region by providing grants to Bay Area jurisdictions to complete and implement PDA plans, engaging with local staff, advancing regional discussion around PDA implementation, and establishing guidelines and strategies to guide the planning and development of the region's PDAs.

Planning Grants - Grants are available to local jurisdictions to complete a comprehensive planning process, typically a specific plan and a programmatic Environmental Impact Report (EIR). These grants are a valuable tool to help jurisdictions realize Plan Bay Area land use goals.

Technical and Staffing Assistance Grants - This program focuses on awarding consultant assistance to jurisdictions for completing discrete short-term projects to address specific PDA implementation challenges. The Staffing Assistance Program helps to address local staffing needs to

carry out longer-term implementation and planning projects.

Planning Innovations – To increase region-wide awareness and discussion of cutting-edge issues related to transit-oriented development, staff hosts expert-panel forums and webinars highlighting these issues. In addition, staff posts these events and implementation resources on a Planning Innovations website

Regional Studies - To advance Bay Area-wide PDA implementation, staff also engage in studies addressing regionally ignificant issues.

Priority Area Designations and Guidelines— Staff maintain and periodically update eligibility criteria for PDAs and PCAs. In addition, staff administer applications, and review and recommend for adoption eligible PDAs and PCAs. Staff also develop and periodically update planning guidelines for adopted PDAs.

TOAH Fund and Bay Area Preservation Pilot - In 2011, MTC contributed to a revolving loan fund which leveraged additional private capital from community development financial institutions, foundations, and private banks, to create a \$50 million revolving loan fund for affordable housing developers for projects within a half-mile of transit in PDAs throughout the region. Loans can originate through six local community development financial institutions who are partners in the Fund. Loan products available through the Fund include: predevelopment, acquisition, construction bridge, construction-to-mini-permanent, and leveraged loans. TOAH is managed by San Francisco-based Low Income Investment Fund (LIIF).

In 2018, MTC launched the Bay Area Preservation Pilot Program (BAPP) to complement TOAH. BAPP is a revolving loan fund to acquire and protect homes currently affordable to low-income residents that are currently available on the market.

Coordinate County Planning Funds - Coordinate with County Transportation Agencies (CTAs) related to transportation and landuse planning and implementation, as needed. Review PDA Investment and Growth Strategies, and Strategy Updates, upon submittal.

B. Planning Factors Addressed

Planning Factors

• Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote

Addressed

consistency between transportation improvements and state and local planned growth and economic development patterns.

C. Previous Accomplishments

Objectives

Same as above

Accomplishments

Completed Work Products:

- Creation of \$50 million Transit Oriented Affordable Housing (TOAH) Fund in cooperation with the Low Income Investment Fund and four other Community Development Financial Institutions. An additional \$10 million into the fund will expand the funding pool from \$50 million today to at least \$90 million by 2014.
- The Fund has closed five loans totaling \$38 million (840 units). An additional loan totaling \$4 million (64 units) are expected to be approved within the next three months. More than 75% of the units will be designated for residents with household income equal to or less than 80% of Area Median Income (AMI). Several additional projects are now moving through the TOAH pipeline toward closure.
- Awarded 77 PDA/Station Area planning, Technical Assistance and Staffing Assistance grants totaling \$31 million and resulting in zoning for over 90,000 housing units, 120,000 new jobs and 30 million square feet of commercial development.
- Convened 11 Planning Innovations events and disseminated resource materials
- Completed eight requests for projects for PDA Planning/Technical Assistance requests for projects
- Reviewed county congestion management agency PDA Investment and Growth Strategies
- Completed certification of Sonoma Marin Rail Transit Ph.
 1 consistency with MTC TOD policy (fall 2010)
- Completed SR 82 Relinquishment Exploration Study (2015)
- Completed Infrastructure Financing White Paper (2016)
- Completed Public Lands Study (2018)
- Launched competitive grant program for natural landscapes, agricultural lands, regional recreation and urban greening projects in Priority Conservation Areas (2019)

 Adopted 188 locally nominated Priority Development Areas (PDAs) and 165 Priority Conservation Areas (PCAs)

Work Products

- Completed Station Area/PDA plans and Technical/Staffing Assistance projects
- Completed studies/reports
- Planning Innovations forums, webinars and website
- PDA Planning Manual (currently Station Area Planning Manual)
- Funded projects/closed loans through TOAH Fund
- TOAH Steering Committee meeting packets and quarterly reports

SB1 Funded Accomplishments

FY 17-18 -- fund source number 2210

- Work with partner stakeholders to finalize business plan and resolutions for Commission approval for TOAH 2.0 and Preservation Pilot- complete.
- Finalized funding agreements for TOAH 2.0 -complete
- Begin to work with SF, Alameda, and Santa Clara counties to develop funding agreements for the Jumpstart program- complete.
- Assessed initial data related to housing incentive pool-complete.
- Assess PDA planning and implementation strategies and their intersection with Climate Initiatives strategies- complete.

FY 18-19 - fund source number 2211

- Finalized funding agreements for Preservation Pilotcomplete
- Drafted Jumpstart funding agreements complete
- Finalized data assessment for housing incentive pool program for commission approval – complete
- Approved three scopes of work for SB743 technical assistance projects (PDA Planning/Climate Initiatives intersection) – complete.

D. Work Plan (FY 2019-20)

Task No.	Task Description	Work Products	Start Date	End Date
1	Administer and support existing PDA	Adopted land use	07/01/2019	06/30/2020

	Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD)	plans, modified zoning, completed reports to be adopted by Planning Commissions and/or City Councils to support infill development.		
2	Conduct regional Planning studies, potentially including PDA Assessment, PDA Planning Manual (to replace 2007 Station Area Planning Manual), and advancing Regional Catalyst Sites (locations with the potential to add 1,000+ homes)	Draft regional studies supportive of PDA planning and implementation	07/01/2020	06/30/2020
3	Convene Planning Innovations Forums and Webinars addressing key PDA planning and implementation issues	Planning Innovations Forums and Webinars	07/01/2019	06/30/2020
4	Develop and issue PCA grant call for applications	Call for applications for PCA grants	07/01/2019	12/31/2019
5	Evaluate PCA grant applications and provide staff recommendations for program of projects (following release of call for applications in FY 2019-2020)	Adopted PCA grant program of projects	09/01/2019	12/31/2019
6	Develop and issue call for applications for PDA Planning, Technical Assistance, and Planning Assistance grant projects	Call for PDA Planning, Technical Assistance, and Planning Assistance grant applications	11/1/2019	03/31/2019
7	Evaluate PDA grant applications and provide staff recommendations for program of projects	Adopted PDA Planning, Technical Assistance, and Planning	03/01/2019	05/01/2020

		Assistance grant program of projects		
8	Review local applications for new and updated PDAs and PCAs, and recommend eligible PDAs and PCAs for adoption (following release of updated program criteria and opening of application period in FY 2019-2020)	Adopted updated list and map of PDAs and PCAs	07/01/2019	10/31/2020
9	Develop updated planning guidelines for adopted PDAs	Draft updated PDA planning guidelines	05/01/2019	06/30/2020
10	Monitoring TOAH Fund and BAPP	Closed loans, additional projects funded	07/01/2019	06/30/2020
11	Coordinate transportation and land-use planning with CTAs	Participation in monthly CTA meetings	07/01/2019	06/30/2020

E. Anticipated Future Activities (FY 2020-21)

Anticipated Future Activities

- Continue administration of planning, technical and staffing assistance grants.
- Complete a PDA Planning Manual to update 2007 Station Area Planning Manual
- Continue and complete regional studies
- Review updates to County PDA Investment and Growth Strategies upon submittal
- Planning Innovations
- Monitor and report on TOAH and BAPP
- Continue coordination of transportation and land-use planning with CTAs

Work Element 1611: Priority Development Area (PDA) Planning and Implementation – Fiscal Year 2019-20 (SB1 Planning Formula Funds)

Project Description

PDA Planning and Implementation is key to fully realizing and implementing the region's Regional Transportation Plan/Sustainable Communities Strategy, or Plan Bay Area 2040. PDAs serve as the framework for where the majority of development growth will occur over the time horizon of the Plan. MTC has provided planning grants and technical assistance to local jurisdictions for over 10 years to strengthen the connection between transportation and land use. In fiscal year 2019-20, SB1 Planning Formula Funds will be used for three key projects in this work element.

- 1. **TOD policy update** MTC adopted a Transit-Oriented Development Policy in 2005 to ensure that land uses surrounding the region's transit expansion investments supported new transit service. The policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy may explore a broader range of funding sources, projects and eligibility criteria, and will assess how to more broadly apply MTC's TOD Policy to incentivize housing.
- 2. **PDA** Assessment Given that nearly 80% of Plan Bay Area 2040 residential growth is projected to occur in PDAs, MTC has conducted two previous PDA Assessments to gauge the readiness of PDAs to take on this growth. They have considered planned capacity, community support, market attractiveness, infrastructure capacity and other factors. MTC will again conduct a PDA Assessment, which may consider these or other factors. Staff will coordinate with in-house staff conducting analysis on capital funding in PDAs through the OneBayArea Grant program.
- 3. **PDA Framework/Guidelines Planning** In preparation for the update to Plan Bay Area 2040, staff is evaluating the PDA framework to determine whether PDAs are performing up to the basic definitional standards whether they meet the minimum transit standard, and whether the PDA has an adopted plan within 10 years. In addition, staff will be considering areas outside of PDAs, including Transit Priority Areas, as potential areas for growth in the Plan update. Any changes to the growth framework will prompt the refinement or development of new planning guidelines.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with consultant assistance as necessary.

Project Objectives

- Reduce the combined cost of housing and transportation for the region's households.
- Increase travel choice.
- Promote compact development that preserves open space and natural resources through Priority Conservation Area designations
- Support Plan Bay Area/Plan Bay Area 2040 implementation by encouraging development of housing, jobs, and services near existing and planned transit.
- Support community planning processes that identify new, appropriate land uses for transit nodes and stations, including supportive TOD affordable housing, VMT reduction, and parking policies and programs.

D. Work Plan (FY 2019-20)						
Task No. 1 TOD Policy	Task Description	Work Products	Start Date	End Date		
Update						
	Pre-work - internal meetings to determine project parameters, i.e. applicable funding sources, etc.	Meeting summaries, direction for project	07/01/2019	09/30/2019		
	Develop project work scope for consultant RFP	Draft RFP document	07/01/2019	10/31/2019		
	Coordinate with agency staff (i.e. funding staff, etc.)	Alignment with related MTC efforts	07/01/2019	Ongoing through project duration		
	Consultant selection	Selected consultant,	10/01/2019	2/28/2020		
	process	contract				
	Project kick-off	Meeting materials	03/01/2020	3/31/2020		
	Project underway	Project deliverables	03/01/2019	12/31/2020		
	Finalize project	Final report, materials	12/01/2020	12/31/2020		

Task No. 2 PDA Assessment	Task Description	Work Products	Start Date	End Date
Assessment	Review previous work products and consult with stakeholders to develop scope of work	Draft work scope	07/01/2019	9/30/2019
	Coordinate with MTC OBAG assessment	Aligned work scopes	07/01/2019	Ongoing through project duration
	Consultant selection process	Selected consultant, contract	08/31/2019	10/31/2019
	Project kick-off	Meeting materials	11/01/2019	11/31/2019
_	Project underway	Project deliverables	11/01/2019	03/31/2020
	Finalize project	Final report, materials	04/01/2020	04/30/2020

Task No. 3 PDA Framework/Guidelines Planning	Task Description	Work Products	Start Date	End Date
	Determine growth framework	Adopted framework	07/01/2019	09/30/2019
	Review previous work products and consult with stakeholders to develop scope of work	Draft workscope	09/01/2019	12/31/2019
	Consultant selection process	Selected consultant, contract	01/01/2020	03/31/2020
	Project kick-off	Meeting materials	04/01/2020	04/30/2020
	Project underway	Project deliverables	04/01/2020	09/30/2020
	Finalize project	Final report, materials	10/01/2020	10/31/2020

Anticipated Future Activities (FY 2020-21)

Anticipated Future Activities

- Advance TOD Policy Update findings into appropriate programs
- Communicate findings and impacts to all affected parties
- Incorporate project findings from PDA Assessment into appropriate technical assistance offered to jurisdictions with PDAs
- Communicate PDA Assessment findings to all affected parties
- Incorporate any PDA guidelines modifications into all appropriate programs

D. Budget

Salaries &	Indirect	Consultant	Total
Benefits	Services		Expenses
1,220,772	653,636	6,150,525	8,024,932

SB1 Allocated Funds FY'20	SB1 FY17- 18 C/O	SB1 FY18- 19 C/O	SB1 Final Funds	STPBG	General Fund	Total Revenues
1,198,385	198,008	119,058	64,013	5,806,467	639,001	8,024,932

Federal Share %

72%

SB1 fund - \$2,106,140 was awarded on 6/22/2018 and expires on 4/28/2021 (Fund source # 2211)

Note: This work element is funded by State and Federal funds.

Work Element 1234: Arterial and Transit Management

Description

The Arterial Operations program aims to improve the operations, coordination and management of traffic signals and arterial networks, including integration with freeway and transit systems when applicable. It develops and implements regional initiatives that provide technical assistance and financial support to cities, counties, transit agencies, etc. to promote improved arterial operations in the Bay Area. As part of this program, MTC staff also manages the Arterial Operations Committee (AOC), which serves as a forum for discussion of shared issues and lessons learned among public agencies and planning/traffic engineering consultant firms. The Arterial Operations program produces direct benefits by funding projects that reduce travel time and emissions and enhance traffic safety for pedestrians, bicycles and transit on arterial streets. It also results in indirect benefits through projects that offer technical assistance to help local traffic engineers do their job more efficiently and effectively.

Ongoing tasks:

- Arterial Operations Committee (AOC): The Arterial Operations Committee (AOC) is comprised of local traffic engineers from public and private agencies who meet bimonthly to discuss various programs overseen by the Committee, regional projects that may have impacts on arterials, and other relevant issues, such as air quality conformity, status of funding obligations, upcoming grant and training opportunities, and new publications.
- Program for Arterial System Synchronization (PASS): The PASS provides technical and financial assistance to Bay Area jurisdictions to improve the safe and efficient operation of certain traffic signal systems and corridors. Under this regional program, technical assistance and financial support will be focused on traffic signal system projects that: interact with freeways and state highways; involve traffic signals from multiple jurisdictions; operate on corridors with established regional significance; provide priority for transit vehicles; and have been developed in conjunction with other regional programs. Projects are defined by local agencies and Caltrans District 4, evaluated by MTC staff, and assigned to consultants retained by MTC.
- **Technology Transfer Program:** The program offers free, half-day seminars on a variety of topics of interest to local traffic engineers, planners, students, etc. The seminars include technical presentations by topic experts as well as presentations from local engineers on recent projects in the Bay Area.
- Innovative Deployments to Enhance Arterials (IDEA): IDEA provides technical and financial assistance to Bay Area jurisdictions to improve arterial operations and demonstrate new transportation technologies through the deployment of applications using elements such as automated traffic signal performance measures, adaptive traffic signal control, advanced detection systems, transit signal priority and connected and automated vehicles.

Major Products

Support Arterial Operations Committee Status reports on various arterial operations programs Complete projects under the PASS Complete projects under the IDEA program

Delivery Dates

Quarterly Quarterly Annually Within 24 to 36

months of project initiation, depending on project Complexity Bi-annually

Organize Technology Transfer Seminars

Budget:

Salaries & Benefits	Indirect Services	Other Operating	Consultant	Total Expenses
		Expenses		
384,108	205,662	15,000	8,215,000	8,819,770

STPBG	CMAQ	Local Fund	Total Revenues
4,519,770	3,000,000	1,300,000	8,819,770

Federal Share %

85%

Work Element 1238: Technology-Based Operations & Mobility

Description

Technology-based Operations & Mobility is an area of interest for MTC because emerging technologies and services are significantly changing the way we think, plan, operate and deliver mobility improvements across the region in support of our goals of person throughput, safety, and access and mobility on our freeways, bridges and local streets. MTC aims to pilot and deliver a suite of technology-based operational strategies that will help us achieve our goals. This work elements includes both the Shared Use Mobility as well as Connected and Automated Vehicles programs.

Shared Use Mobility: Implements innovative projects and initiatives that promote shared forms of technology-based transportation options (e.g., commute management tools for employers, car/vanpool, car/bike share, ride hail, on-demand shuttle/transit, TDM analytical platforms, etc.) to support HOV3+ policy; close first/mile gaps; support homework travel that is prone to single-occupant vehicle use and not well-served by existing public transit, shuttles, or ridesharing; boost public transit use (particularly for transbay travel across toll bridges); and reduce congestion, emissions, vehicle miles traveled as well as vehicle ownership and transportation costs in the Bay Area.

Connected/Automated Vehicles (CV/AV): Supports connected and automated vehicle deployments in the region. This is a multimodal initiative that aims to enable safe, interoperable, and networked wireless communications among vehicles, infrastructure, and personal communications devices to improve safety, mobility, and the environment. Key strategic areas for deployments include:

- Intersection-based arterial deployments to enable a variety of safety, mobility, and sustainability applications;
- Freight-focused solutions to reduce emissions related to operations at regional ports
- Freeway-oriented deployments to increase the functional capacity of heavily congested corridors, promote high-occupancy modes and reduce non-recurrent delay by improving incident management; and
- Deploying systems that support advanced traveler information dissemination to connected vehicles in order to positively influence traveler behavior and encourage mode shift.

Additionally, through this work element, MTC will engage in the local, state, and national deployment dialog and facilitate conversations with regional stakeholders to document and share best practices and lessons learned from new apps, mobility services, and early deployments of C/AV and related technologies.

Federal Planning Factors

These programs are partially funded with federal funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

- Increase the safety of the transportation system for motorized and non-motorized users:
- Promote efficient system management and operation;
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight; and
- Increase the accessibility and mobility of people and for freight.

Ongoing Tasks

Shared Use Mobility

- Conduct planning analysis to assess opportunities to address ways to close first/last
 mile issues, provide innovative shared-use services, better operate or provide
 augmented transit services, etc.
- Develop project concepts, designs, and capital delivery plans
- Identify available funding
- Deploy projects on small-scale basis to address specific issues, evaluate results, and consider regional deployment as appropriate
- Work with employers along HOV3+ corridors to implement commute management tools to encourage and provide incentives for new carpools with 3 or more people

Products	Estimated Completion Date	
Operations/Planning Analyses	Ongoing	
Project Development	Ongoing	
Regional Carpool Incentive Program	Ongoing	

Connected/Automated Vehicles (C/AV)

- Stay abreast of emerging technologies and policy development at federal, state and local levels.
- Coordinate internally through oral and written reports to update management and/or staff on the status of the Connected and Automated Vehicles Program.
- Coordinate special stakeholder meetings/forums/workshops to discuss topics related to connected vehicles, automated vehicles, and/or self-driving vehicles.
- Support and provide updates to local stakeholders through MTC's Arterial Operations Committee and other groups, as needed.
- Coordinate Tech Transfer seminars to provide information on a variety of topics related to connected vehicle and automated vehicle technologies and/or deployments.
- Conduct technology studies and alternative assessments to evaluate the readiness and scalability of connected vehicle technologies within available resources
- Conduct analyses for the feasibility of installing and activating connected vehicle technologies; develop staging plans for connected vehicle implementation; conduct before and after studies to assess benefits of connected vehicle technologies after implementation; and identify best practices for connected vehicle deployments within available resources.

 Manage or support the direct deployment of C/AV technologies for the purposes of knowledge development, first-last mile services to transit, service to transportationchallenge populations and increasing safety.

Products	Estimated Completion Date
Reports on program activities and direction	Monthly
Status reports on active CV/AV initiatives	Monthly
Data feeds/APIs/tools for use by public agencies and developers	Ongoing
Regional workshops and information for public agencies	As needed
Tech Transfer seminars	As needed
Policy recommendations	As needed
Technology studies/design alternative assessments	As needed
Other related technical studies/operational analyses	As Needed
Project management or support	As Needed

No CPG funded used

Budget:

Salaries &	Indirect	Other	Consultant	Toll	Total
Benefits	Services	Operating		Credit	Expenses
		Expenses		Match	
398,262	213,241	20,000	13,000,000		13,631,503

STPBG	CMAQ	Local Funds	Total Revenues
9,131,503	2,500,000	2,000,000	13,631,503

Federal Share %

85%

Work Element 1224: Implement Regional Traveler Information Services

Description

The 511 traveler information program provides traffic, transit, carpooling, vanpooling, bicycling, and parking information via the phone (511), web (511.org), and other channels, including regional electronic transit hub sign displays, Caltrans changeable message signs, and other products provided by third-party providers. The information provided through 511 represents the efforts of ongoing collaboration and coordination with the program's partners, including Caltrans, the California Highway Patrol, the region's transit agencies, the Air District and numerous county and local transportation agencies, and event organizers/venues.

The 511 program must cost-effectively collect, process, and disseminate data to provide premier multi-modal traveler information and services that are useful, accurate, and reliable. Responsibility for gathering, processing, and disseminating 511 information should be regionally coordinated and rationally allocated to Bay Area transportation organizations – in both the public and private sectors – according to institutional interest, and ability.

The 511 program launched its Next Generation system in June 2016, which includes an updated and streamlined phone service and website. The NextGen system provides multimodal trip planning; real-time traffic conditions, incidents, closures, and construction; transit schedules and real-time transit departures; real-time static parking availability and pricing information; and carpooling, vanpooling, and bicycling information. 511 provides support for regional programs, including the Bay Area Commuter Benefits Program, Drive Smart Bay Area, Bay Area Express Lanes, as well as local events affecting travel. 511 also offers data feeds and Application Programming Interfaces (APIs) for use by the developer community to create other tools and services.

Among its many roles, the 511 program:

- Serves as the go-to source for travelers and media in regional emergencies;
- Partners with many agencies and businesses for regional events;
- Supports numerous MTC/SAFE/BATA objectives; and,
- Supports the federal planning factor to enhance travel and tourism.

Ongoing tasks:

- Operations, maintenance, performance monitoring, enhancement, and educational outreach/promotion of the 511 traveler information system.
- Operations of the 511 Traveler Information Center.
- Dissemination of critical transportation information during regional emergencies.
- Dissemination of Regional Traveler Information in order to improve the traveler's experience, thus increasing travel and tourism.
- Coordination with and support of partner agencies on operations and maintenance of 511. Coordination of Technical Advisory Committees and associated working groups.
- Monitoring and evaluation of system performance, usage, and customer feedback.
- Development and maintenance of system documentation.
- Provision of data and APIs for use by public agency partners and the developer community.

Major Products Delivery Dates

•	Information and services for customers via 511/511.org/other channels	Ongoing
•	Operation of the 511 Traveler Information Center	Ongoing
•	Data feeds and APIs/ for use by public agencies and developers	Ongoing
•	511 project enhancements	Ongoing

(Other sources of funds are being used to fund the above projects – STP, STA & General Fund)

No CPG funds used

Salaries &	Indirect	Consultant	Total
Benefits	Services		Expenses
979,753	524,588	4,866,000	6,370,341

STPBG	CMAQ	Local Funds	Total Revenues
4,406,000	1,504,341	460,000	6,370,341

Federal Share

% 93%